



LIVABILITY & MOBILITY WORKBOOK

WAIKIKI LIVABLE COMMUNITY PROJECT

Prepared for
CITY & COUNTY OF HONOLULU
DEPARTMENT OF TRANSPORTATION SERVICES

Prepared by
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Draft
LIVABILITY & MOBILITY PLAN
Waikiki Livable Community Project

Prepared for:
City & County of Honolulu
Department of Transportation Services

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MISSION STATEMENT

Waikiki is a distinct, premier resort, residential and urban district. It must maintain its Hawaiian sense of place and economic vitality. Seeking solutions and compromises in physical planning, landscaping, and various modes of transportation, shall meet the needs of visitors, residents and employees alike in the spirit of Aloha.

VISION STATEMENTS

Kalakaua Avenue - “One of the world’s greatest avenues”

Kalakaua Avenue will be the gathering place, where Waikiki’s main attractions occur.

Kuhio Avenue – “Celebrating living in Waikiki”

Kuhio Avenue will be Waikiki’s “Main Street”, where residents and visitors will gather.

Ala Wai Boulevard – “A stage for recreation and culture”

Ala Wai Boulevard and Canal will focus on recreation and culture on the land and in the water.

Mauka - Makai Streets – “Creating neighborhoods with unique character”

Pedestrian traffic will be encouraged along Mauka-Makai Streets, the character of the individual neighborhoods will be highlighted and developed.

Ala Moana Boulevard – “A green gateway”

Ala Moana Boulevard will continue to be a major gateway into Waikiki, conveying a sense of arrival and welcome to visitors and residents.

INTRODUCTION

The Waikiki Livable Community Project (WLCP) is a federally-sponsored planning study being conducted under a grant from the U.S. Department of Transportation called the Transportation and Community and System Preservation Pilot Program (TCSP). The TCSP is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives.

The City and County of Honolulu has recognized a critical need to improve transportation efficiency, reduce impacts on the environment, and minimize the need for costly future public infrastructure investments. The City is also committed to ensuring efficient access to jobs, services and centers of trade. WLCP aims to address many of these needs by looking at past and present plans for increasing the livability of Waikiki and focusing on ways to implement and integrate those plans.

The recommendations presented in this draft plan are built upon the input and ideas through a number of community meetings including those with stakeholder groups and a public workshop (see Section IX). Recommendations include those for pedestrian and neighborhood enhancements, efficient freight and passenger loading zones, traffic circulation, bicycling and parking.

I. PEDESTRIAN ROUTES

A. Identification and Hierarchy

Safe pedestrian-friendly streets are essential for encouraging pedestrian activity. Recommended improvements for enhanced pedestrian safety and access will make walking in Waikiki a more enjoyable experience. The pedestrian routes are identified as primary, secondary and recreational routes.

Primary Pedestrian Routes: Primary pedestrian routes are intended to attract, direct and connect high-volume pedestrian activity along streets with high-demand pedestrian attractions such as retail and dining centers. Primary routes are also intended to link with other pedestrian routes, especially secondary pedestrian routes.

Based on a survey of pedestrian activity in Waikiki, the following streets have the highest volumes of pedestrian activity and are recommended to serve as primary pedestrian routes (see Figure 1-1):

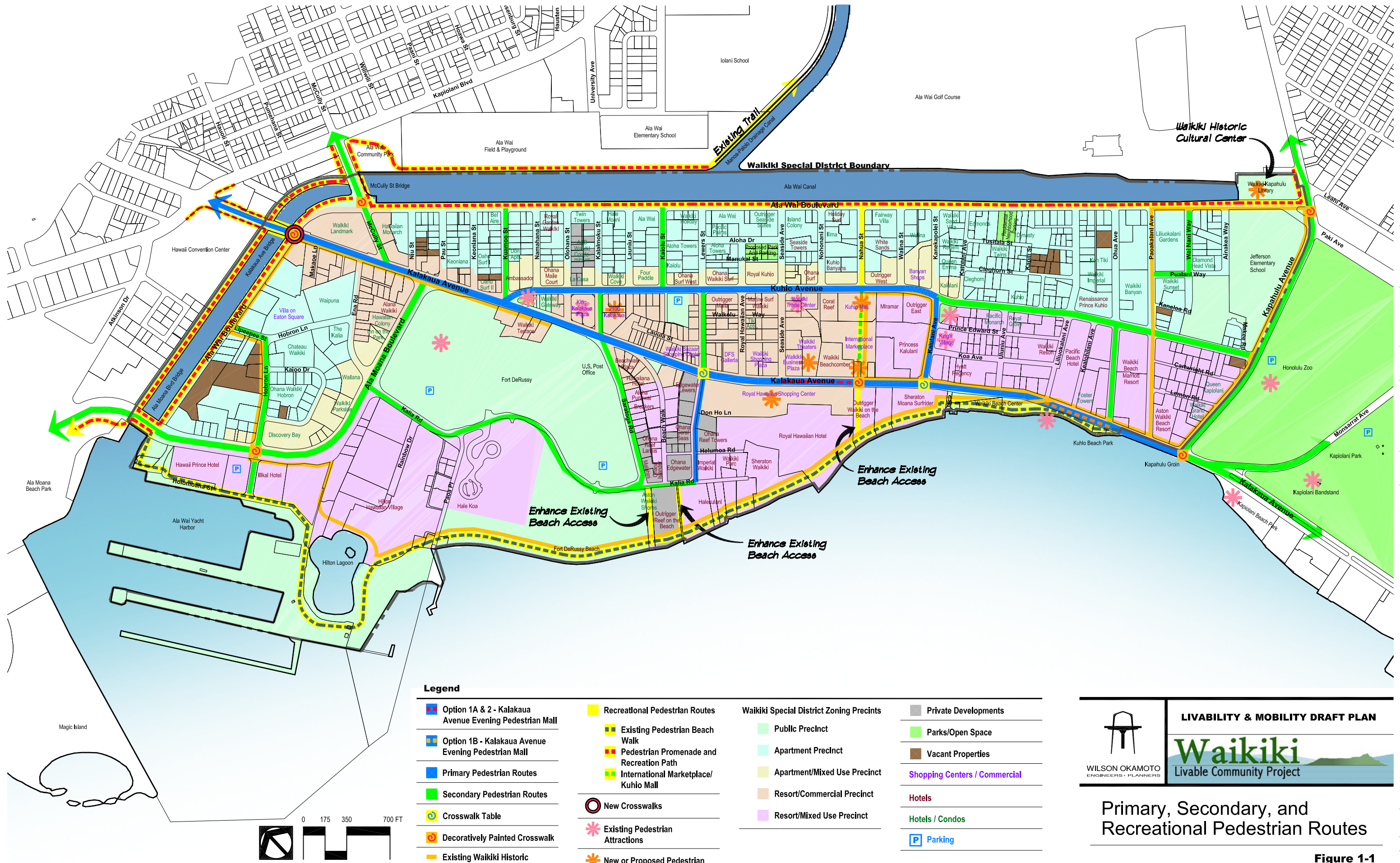
1. Kalakaua Avenue – between Kapiolani Boulevard and Kapahulu Avenue (1.55 miles or 8,225 feet)
2. Kuhio Avenue – between Kalakaua Avenue split to Kanekapolei Street / Kaiulani Avenue (0.642 miles or 3,390 feet)
3. Lewers Street – Kalia Road to Kalakaua Avenue (0.158 miles or 832 feet)
4. Kaiulani Avenue – Kalakaua Avenue to Kuhio Avenue (0.125 miles or 660 feet)

Secondary Pedestrian Routes: Secondary pedestrian routes are intended to invite and direct pedestrian traffic as linkages among primary pedestrian routes, recreational routes, and areas beyond Waikiki.

The following streets are recommended to serve as secondary pedestrian routes (see Figure 1-1):

1. Ala Moana Boulevard, between Ala Moana Boulevard Bridge to Kalakaua Avenue (0.595 miles or 3,145 feet)
2. Hobron Lane, between Ala Moana Avenue and Lipeepee Street (0.15 miles or 800 feet)
3. Lipeepee Street (0.067 miles or 354 feet)
4. Kalia Road (0.647 miles or 3,421 miles)
5. McCully Street – Kapiolani Boulevard to Kalakaua Avenue (0.19 miles or 1,010 feet)
6. Kuamoo Street (575 feet)
7. Kaiolu Street (550 feet)
8. Ohua Avenue, between Kalakaua Avenue and Kuhio Avenue (600 feet)
9. Kapahulu Avenue – Kalakaua Avenue to Ala Wai Boulevard (0.388 miles and 2,051 feet)
10. Kuhio Avenue, between Kanekapolei Street/Kaiulani Avenue to Kapahulu Avenue (0.48 miles or 2,564 feet)
11. Wai Nani Way (465 feet)

Recreational Pedestrian Routes (Na Ala Hele routes) and Beach Paths: Recreational routes are intended to provide opportunities for sightseeing, interpretation/education and recreation (walking / jogging). These recreational routes will build upon and enhance the existing Pedestrian Promenade along the Ala Wai Canal, the existing Waikiki Historic Trail, and existing public beach accesses.



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Primary, Secondary, and Recreational Pedestrian Routes

Figure 1-1

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Establishment of the following recreational routes is recommended (see Figure 1-1):

- A pedestrian-friendly route along the Ala Wai Canal
- A designated beach walk along the Waikiki shoreline from Kuhio Beach Park through Ala Wai Yacht Harbor to Ala Moana Beach Park.
- A designated Beach to Canal Pedestrian Route, through the International Marketplace and Kuhio Mall.

B. Design Principles & Improvements

The following design principles are recommended for the respective pedestrian routes:

Primary Routes

1. Sidewalks along primary pedestrian routes should have a minimum width of 10 – 12 feet, where possible. Most of the existing sidewalks along the primary pedestrian routes are adequate. The following planned projects will address sidewalk widening (see Figure 1-2):
 - Kuhio Avenue – The BRT plan incorporates sidewalk widening to 11 feet, where possible
 - Lewers Street – Between Kalia Road and Kalakaua Avenue, with the planned Outrigger Waikiki Beach Walk development will incorporate a plaza adjoining Lewers Street between Helumoa Road and Don Ho Lane. For special events, this section of Lewers Street can be closed to extend plaza activities into the street (see Figure 1-3).
2. Textured or stone sidewalk pavement can contribute significantly to defining the character of pedestrian routes. For example, the flagstone-style pavement is an important feature of the improvements fronting the Kuhio Beach Center (see Figure 1-4). Recommended pavement improvements include:
 - Kalakaua Avenue –Extend the existing flagstone-style paving fronting Kuhio Beach Center along the length of Kalakaua Avenue on both sides to Saratoga Road/Kalaimoku Street
 - Kuhio Avenue – Add textured paving between Lewers Street to Kanekapolei Street/Kaiulani Avenue
 - Kaiulani Avenue – Add the same textured paving as Kuhio Avenue on both sides
3. Provide continuous, even illumination on both sides of the street along primary pedestrian routes. Use historic light fixtures, such as those found on along Kalakaua Avenue (see Figure 1-5), with planters and banner mounts to display banners for featured events. Recommended illumination improvements:
 - Kalakaua Avenue, between Kapiolani Boulevard and Ala Moana Boulevard – Replace street lights with historic fixtures on both sides
 - Kuhio Avenue – Replace street lights with historic fixtures on both sides
 - Kaiulani Avenue, between Koa Avenue and Kuhio Avenue– Replace street lights with historic fixtures on both sides
 - Lewers Street – Replace street lights with historic fixtures on both sides

Secondary Routes

1. Sidewalks along secondary pedestrian routes should have a minimum width of 8-10 feet (see Figure 1-2), where possible. Sidewalk widening to achieve this width is recommended as follows:

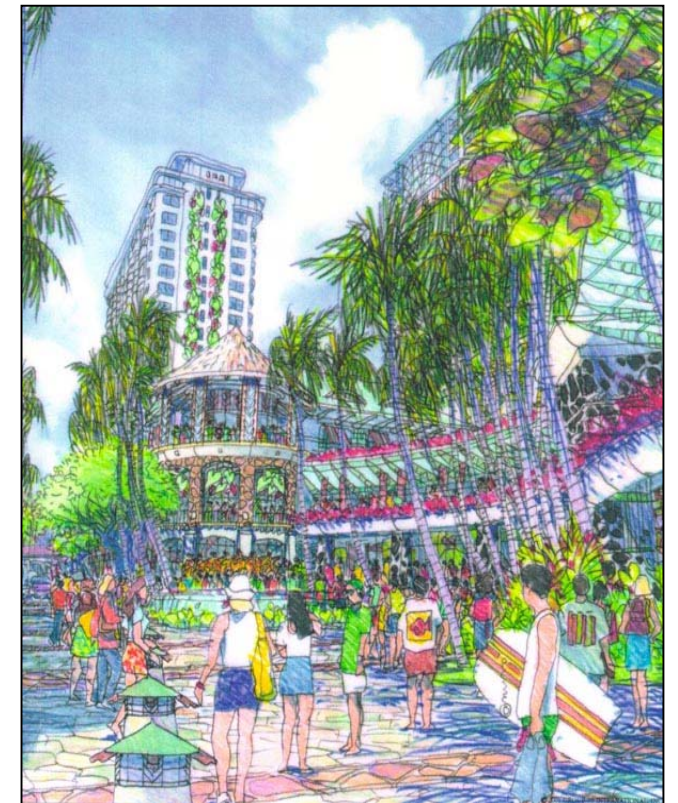
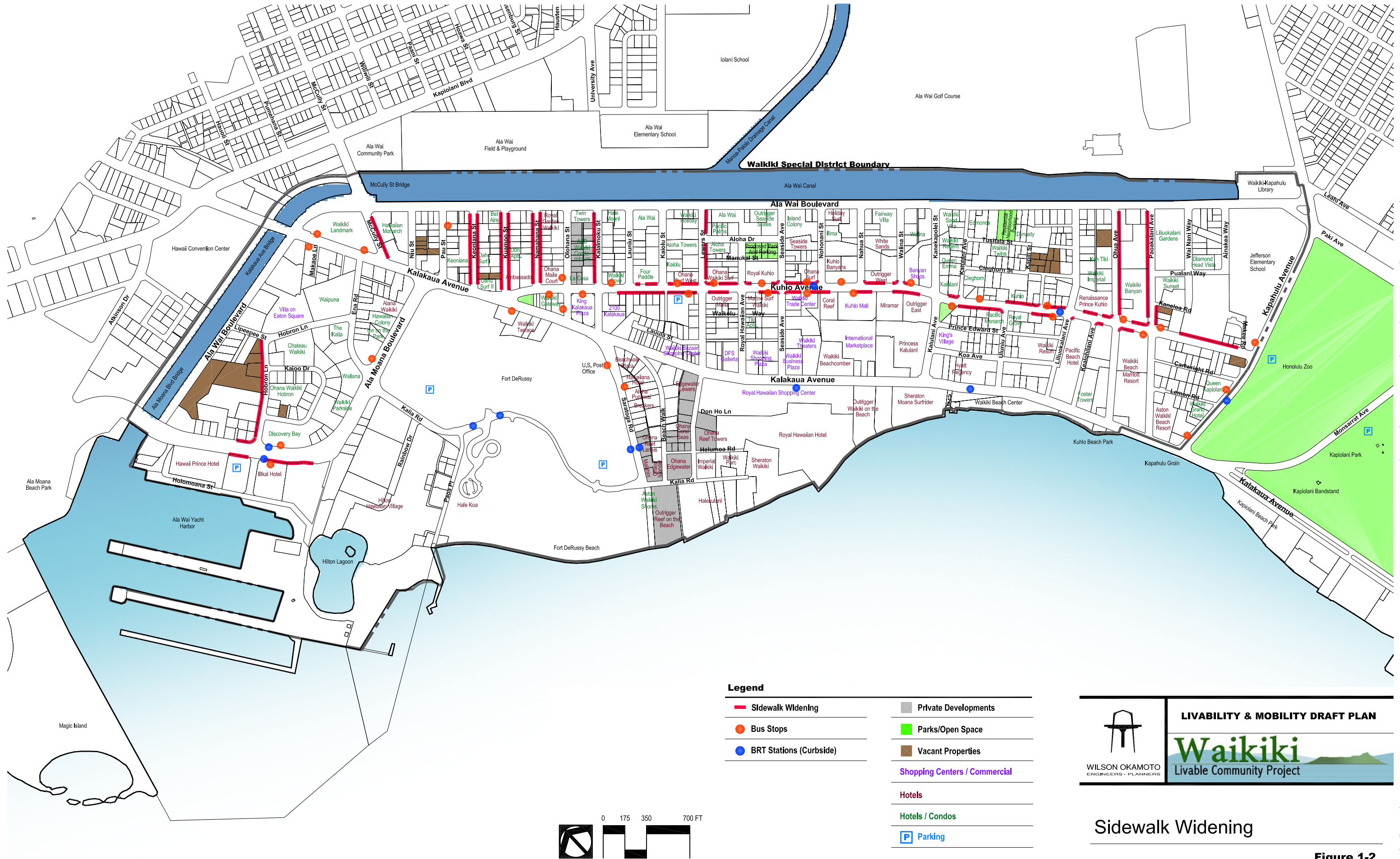


Figure 1-3: Proposed Outrigger Waikiki Beach Walk



Figure 1-4 Existing Kuhio Beach Promenade



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Sidewalk Widening

Figure 1-2

- Kuhio Avenue – The BRT plan incorporates sidewalk widening to 11 feet, where possible
 - Ala Moana Boulevard (sidewalk to be widened with the planned BRT)
 - Hobron Lane (ewa side), between Ala Moana Boulevard and Lipeepee Street
 - McCully Street (diamond head side)
 - Kalaimoku Street, the ewa-side of will be widened in conjunction with the planned A&B Waikiki Condo development.
 - Lewers Street (diamond head side), between Kuhio Avenue and Ala Wai Boulevard
 - Ohua Avenue (diamond head side), between Kuhio Avenue and Ala Wai Boulevard
2. Textured sidewalk pavement is recommended for secondary pedestrian routes. Recommended pavement improvements include:
- Ala Moana Boulevard
 - Hobron Lane
 - Kalia Road
 - Lewers Street (Install textured or stone sidewalk paving extending the style selected for the Outrigger Beach Walk plaza)
 - McCully Street
 - Kapahulu Avenue
3. Provide continuous, even illumination on both sides of the street for a sense of comfort and safety at night along secondary routes. Most of the streets listed below have lights on only one side of the street.
- Hobron Lane
 - Lipeepee Street
 - Kalaimoku Street, between Kuhio Avenue and Ala Wai Boulevard
 - Seaside Avenue
 - Ohua Avenue
4. Replace existing street light fixtures with historic light fixtures on the following streets:
- Ala Moana Boulevard
 - Kalia Road
 - McCully Street, between Kapiolani Boulevard and Kalakaua Avenue
 - Lewers Street
 - Kanekapolei Street
 - Kapahulu Avenue

New Crosswalk Improvements

1. Decoratively painted crosswalks raise drivers' awareness of pedestrians and draw pedestrian attention to safe street crossings. Distinctive patterns can contribute to the character of the streetscape (see Figure 1-6). Decorative crosswalks are recommended at the following intersections:
- Kalakaua Avenue and Ala Wai Boulevard, to include the addition of a new crosswalk and a third signal phase to create a continuous Pedestrian Promenade along the mauka side to Ala Wai Boulevard.
 - Midblock crossing on Kalakaua Avenue between International Marketplace and Outrigger Main Hotel
 - Ala Moana Boulevard and Hobron Lane



Figure 1-5 Historic light fixtures on Kalakaua Avenue

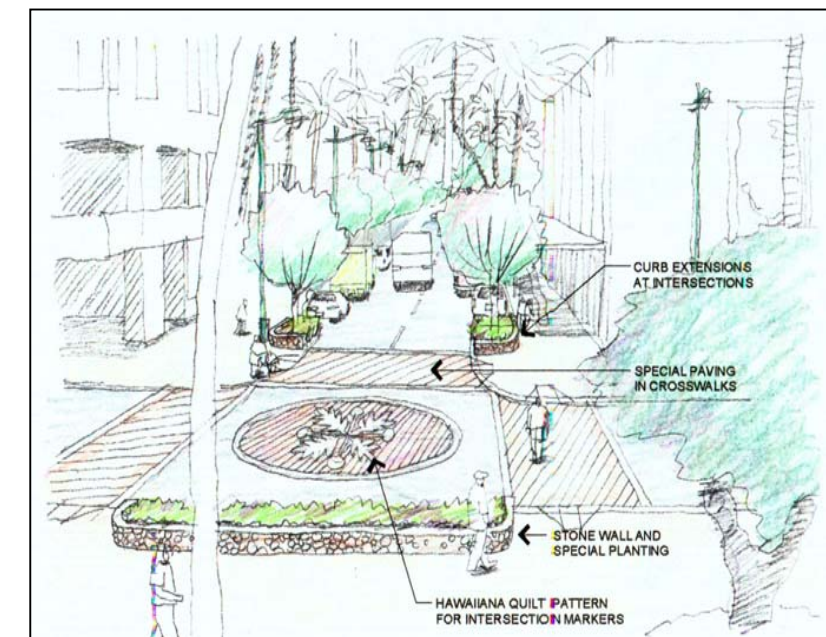


Figure 1-6 Example of a decorative street intersection.

- McCully Street and Ala Wai Boulevard to connect the Ala Wai Pedestrian Promenade along the mauka side of Ala Wai Boulevard
 - Lewers Street and Ala Wai Boulevard
 - Ala Wai Boulevard and Kanekapolei Street
 - Kapahulu Avenue and Ala Wai Boulevard
2. Raised crosswalk tables elevate a section of street to match the curb. This facilitates pedestrian crossing especially for wheelchair users. Gently sloped vehicular approaches improve drivers' awareness of the crosswalk, thereby improving safety and calming traffic. Distinctive patterns and textures draw pedestrian's attention to a location for safe crossing and contributes to defining the character of the streetscape. New crosswalk tables are recommended at the following intersections:
 - Kalakaua Avenue and Lewers Street
 - Kalakaua Avenue and Kaiulani Avenue
 3. Add crosswalks and traffic signals along Ala Wai Boulevard at the following cross streets:
 - Ainakea Way
 - Ohua Avenue
 - Nahua Street
 - Kaiolu Street
 - Kuamoo Street

Public Access

1. Enhance existing public beach accesses with landscaping, signage and textured or stone paving, (see Figures 1-7 & 1-8):
 - Between the Outrigger Waikiki on the Beach and the Royal Hawaiian Shopping Center (405 feet)
 - Between the Halekulani and Outrigger Reef on the Beach (450 feet)
 - The end of Saratoga Road and Kalia Road (505 feet)
2. Designate and identify with signage, a beach walk from Kuhio Beach Park to Ala Moana Beach Park
 - Bordering property owners will be encouraged to provide rest areas and complementing landscaping incorporating torches and uniform wayfinding signage

Street/Sidewalk Improvements

1. Provide character-defining landscaping along the respective pedestrian routes. Recommended landscaping such as:
 - Clusters of coconut palms, for Kalakaua Avenue
 - Canopy trees, such as monkey pod, shower or banyan trees for Kuhio Avenue and Mauka- Makai Streets
2. Overhead utility lines detract from the character of streetscapes. Undergrounding of utility lines is recommended along the following streets:
 - Kalakaua Avenue, between Kapiolani Boulevard to Ala Moana Boulevard

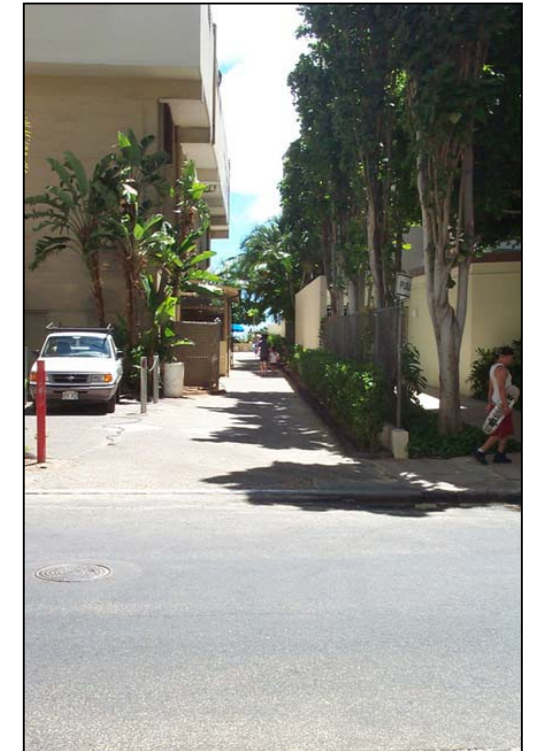


Figure 1-7 Existing Public Beach Access at Kalia Road and Lewers Street

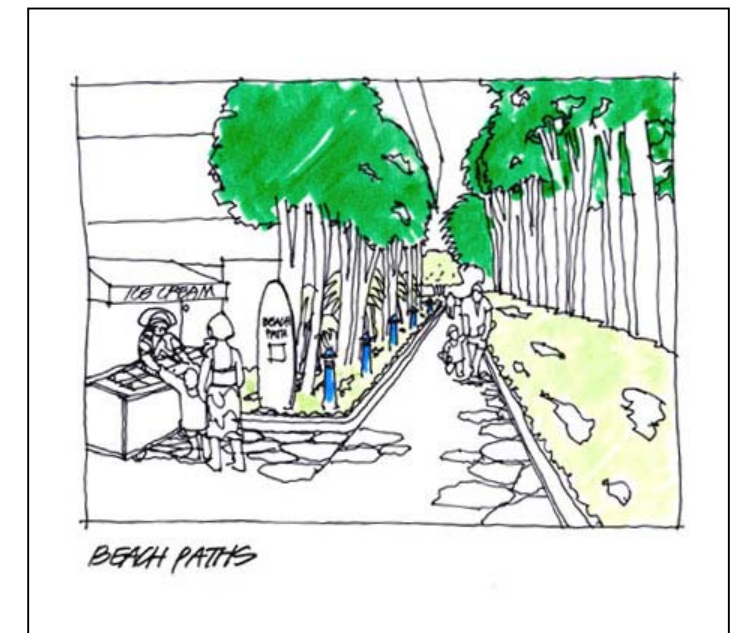


Figure 1-8 Proposed Landscape, textured paving, and signage added.

- Ala Moana Boulevard, between Ala Moana bridge and Kalakaua Avenue
 - McCully Street, between Kapiolani Boulevard and Kalakaua Avenue
 - Kapahulu Avenue
3. Private developments fronting primary and secondary pedestrian routes are important contributors to defining the character of streetscapes. It is recommended that the Waikiki Special District permit process encourage property owners to provide pedestrian enhancements such as (see Figure 1-9):
- Street café dining and inviting storefronts
 - Complementing landscaping in setbacks
 - Outdoor seating areas
 - Arcades and gathering areas
4. Add distinctive street furnishings. Amenities such as benches, canopies, and landscaping enhance the environment for pedestrians. Providing a place for people to rest, people-watch and interact with people.

C. Kalakaua Avenue Festive Plaza (Kahua Ho’olauna, Friendly Gathering or Kahua O Kalia, Kalia Plaza)

The Kalakaua Avenue Festive Plaza is intended to provide a focal point on Kalakaua Avenue where the pedestrian activity survey identified the highest volumes of pedestrian activity. Two options for this plaza are offered:

Option 1: Convertible Event Plaza

Develop a convertible plaza along Kalakaua Avenue that can become a pedestrian gathering area by rerouting traffic around it, e.g. on a weekly evening basis and for special daytime or evening events. For example, the plaza could be activated every Saturday from 6:00 pm to midnight and for events such as Sunday Brunch on the Beach. When activated, only the BRT lane would remain open for BRT vehicles and, depending on compatibility with plaza usage, other vehicles normally permitted in the shared-use BRT lane. Two alternative locations for the convertible plaza are:

- **Option 1A:** Between Seaside and Outrigger Main Hotel (1,000 feet). According to the pedestrian activity survey, this location is adjacent to the center of evening pedestrian activity in Waikiki. It will expand and enhance the pedestrian attraction of this area.
- **Option 1B:** Between Liliuokalani Avenue and Ohua Avenue (490 feet) This location fronts Kuhio Beach, which the pedestrian activity survey identified as a major daytime gathering area. The plaza would make the beach an evening attraction as well.

Recommended concept for the convertible evening plaza:

1. Distinctive street paving, texture, or coloring to identify the plaza
2. Special curb treatment to facilitate pedestrian access into the plaza while clearly demarcating traffic lanes where the plaza is inactive
3. Portable food kiosks and outdoor dining (by concessionaires, perhaps on rotating basis by restaurants to showcase their cuisine)
4. Portable retail kiosks for Hawaii-made products (by concessionaires)
5. Local entertainment- informal stages, strolling musicians, street performers
6. Lots of portable chairs for outdoor seating



Figure 1-9 Starbucks and Jamba Juice outdoor seating at Waikiki Trade Center.

7. Removable strung-lighting with changeable culturally-themed lanterns
8. Portable street trees in planters that can be repositioned into the street
9. Seasonal festival themes featuring the diverse cultures of Hawaii

Recommended Traffic Diversion

Option 1A: Kalakaua Avenue traffic would be diverted onto Kuhio Avenue (see Figure 1-10) Warning signs on Kalakaua Avenue will advise motorists of the closure and direct them to Kuhio Avenue with the option of using Lewers Street or Seaside Avenue to get to Kuhio Avenue. Any traffic remaining on Kalakaua Avenue will be directed to the last detour route at Seaside Avenue. Diamond Head bound traffic can return to Kalakaua Avenue at Uluniu Street. . Appropriate signage would direct traffic to this alternate route.

Option 1B: Kalakaua Avenue traffic would be diverted onto Kuhio Avenue (see Figure 1-11). Warning signs on Kalakaua Avenue will advise motorists of the closure and direct them to Kuhio Avenue via Lewers Street, Seaside Avenue, Kaiulani Avenue or Liliuokalani Avenue. Diamond Head bound traffic can be directed to Kalakaua Avenue via Ohua Avenue. . Appropriate signage would direct traffic to this alternate route. Option 1B is the better location because the traffic volumes along this portion of Kalakaua Avenue is not heavy.



Figure 1-10 Option 1A Traffic Diversion



Figure 1-11 Option 1B Traffic Diversion

Option 2: Plaza in the Street

Develop a permanent median between two traffic lanes along Kalakaua Avenue. This median will extend from Seaside Avenue to the Outrigger Main Hotel. A plaza in the median will feature outdoor seating, permanent retail kiosks, cafes/concession stands, fountains, etc (see Figures 1-12 & 1-13). The makai lane will remain open at all times for BRT services, bicycles, tour buses, and emergency vehicles. The mauka lane will be for other vehicular traffic. On some evenings the plaza will be expanded by closing the mauka lane to traffic.

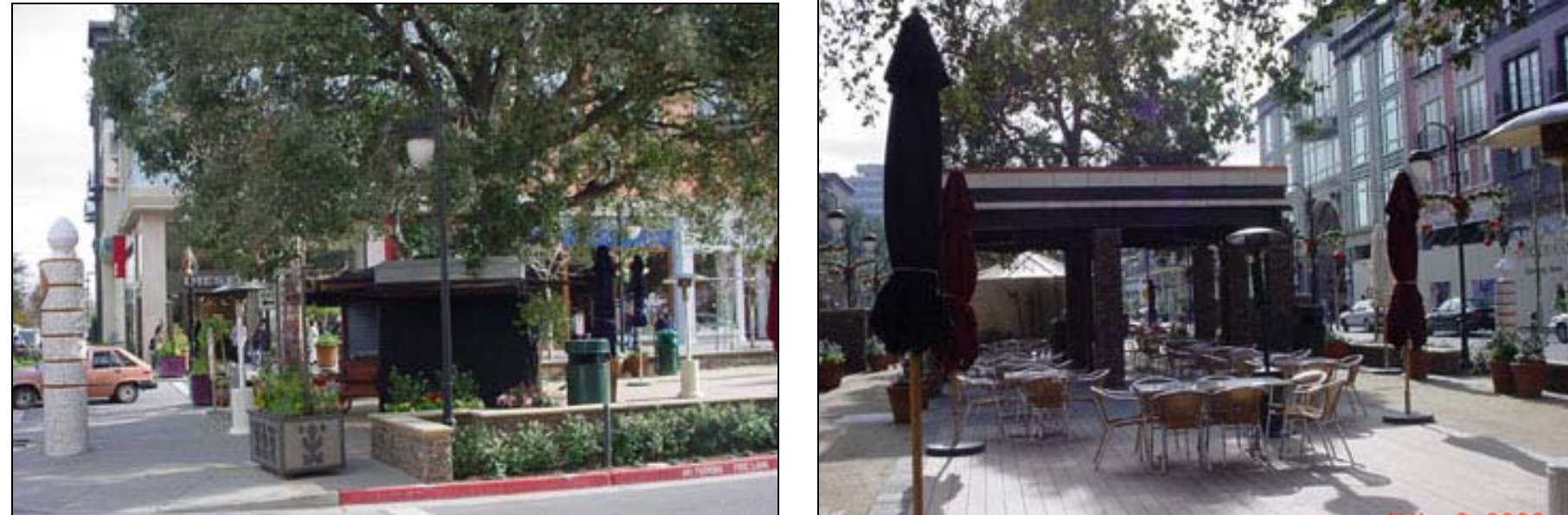


Figure 1-12 & 1-13 Example: Pedestrian open space in Santana Row, San Jose, California

Recommended Features

1. Raised street to match sidewalks
2. Distinctive street pavement – texture/pattern to identify the Plaza in the Street as a special area, provide visual/textural cues to define the edge of sidewalk for pedestrian safety, and visual cues for traffic lanes, including the BRT lane.
3. Special landscape treatment, including movable street tree planters to define the street in the day and landscape the Mall in the evening.

Recommended Traffic Diversion

- Kalakaua Avenue traffic would be diverted onto Kuhio Avenue (See Figure 1-14). Warning signs on Kalakaua Avenue will advise motorists of the closure and direct them to Kuhio Avenue with the option of using Lewers Street or Seaside Avenue to get to Kuhio Avenue. Any traffic remaining on Kalakaua Avenue will be directed to the last detour route at Seaside Avenue. Diamond Head bound traffic can return to Kalakaua Avenue at Uluniu Street. Appropriate signage would direct traffic to this alternate route.
- Emergency vehicles will be allowed to use the mauka lane
- Makai lane to remain open for BRT, bicycles and emergency vehicles only



Figure 1-14 Option 2 Traffic Diversion

SUMMARY DETAILS FOR PROPOSED PEDESTRIAN PLAN							
Route	Existing Road Width Curb to Curb (Feet)	Existing Sidewalk Width Curb to Property Line (Feet)		Proposed Improvements			
		Ewa/ Mauka	DH/ Makai	Widen Sidewalks	Street Furniture	Landscaping	Underground Utilities
A. Primary Pedestrian Routes							
1. Kalakaua Avenue	37' – 56'	10' – 19	12' – 29'	No Existing sidewalks wider than 10'	Yes	Yes	Yes, between Kapiolani Boulevard and Ala Moana Boulevard
2. Kuhio Avenue - Kalakaua Avenue Split to Kanekapolei Street/Kaiulani Avenue	56'	7' – 8'	6'- 7'	Yes Where possible	Yes	Yes	No
3. Lewers Street - Kalia Road to Kalakaua Avenue	Outrigger Waikiki Beach Walk Development						
4. Kaiulani Avenue – Kalakaua Avenue Kalakaua Avenue	25'	9'	9'	No	No	Yes	No
B. Secondary Pedestrian Routes							
1. Ala Moana Boulevard, between Ala Moana Bridge to Kalakaua Avenue	100'	10' – 30'	9' – 10'	Yes Where possible	Yes	Yes	Yes
2. Hobron Lane, between Ala Moana Boulevard and Lipeepee Street	40'	6'	6'	Yes	No	Yes	No
3. Lipeepee Street	26'	13'	10'	No	No	Yes	No
4. McCully Street Between Kapiolani and Ala Wai Between Ala Wai and Kalakaua	42'	5' – 6' 8'	5' – 7' 4' – 6'	Yes Yes	Yes	Yes	Yes
5. Kuamoo	32'	6'	6'	Yes	Yes	Mauka-Makai Landscape Plan	No

SUMMARY DETAILS FOR PROPOSED PEDESTRIAN PLAN (CONTINUED)							
Route	Existing Road Width Curb to Curb (Feet)	Existing Sidewalk Width Curb to Property Line (Feet)		Proposed Improvements			
		Ewa	DH	Widen Sidewalks	Street Furniture	Landscaping	Underground Utilities
6. Saratoga Road	45'	5'	5'	No	No	Yes	No
7. Lewers Street, between Kuhio Avenue and Kalakaua Avenue				No	No	Yes	No
8. Kaiolu Street	40'	7'	7'	Yes		Yes	No
9. Ohua Avenue Between Kalakaua and Kuhio	32'	10'	13'	No	Yes	Yes	No
10. Pualani Way/Wai Nani Way							
11. Kuhio Avenue Kaneikapolei and Kapahulu	56'	6'	6'	BRT Project	Yes	Yes	No
12. Kapahulu Avenue Kalakaua and Ala Wai	40'	11' – 12'	12' – 15'	No	Yes	Yes	Yes
C. Recreational Routes and Beach Paths							
Shoreline path – Ala Moana Beach Park to Kuhio Beach Promenade	NA				Yes	Yes	NA
Beach to canal link from Outrigger Waikiki beach access through International Marketplace, Kuhio Mall down Nahua to Ala Wai Canal.	NA			NA	No	Yes	NA
Public Beach Access at: Outrigger Waikiki Hotel Halekulani Hotel Saratoga Road	NA	NA	NA	NA	No	Yes	NA
D. Festive Plaza on Kalakaua Avenue	37' – 56'	10' – 19'	12' – 29'	NA			

II. SAFE & ACCESSIBLE NEIGHBORHOODS

Safe and accessible neighborhoods feature improvements intended to enhance residential character, provide a greater sense of safety and meet resident areas needs for access and parking.

A. One-Way Residential Streets

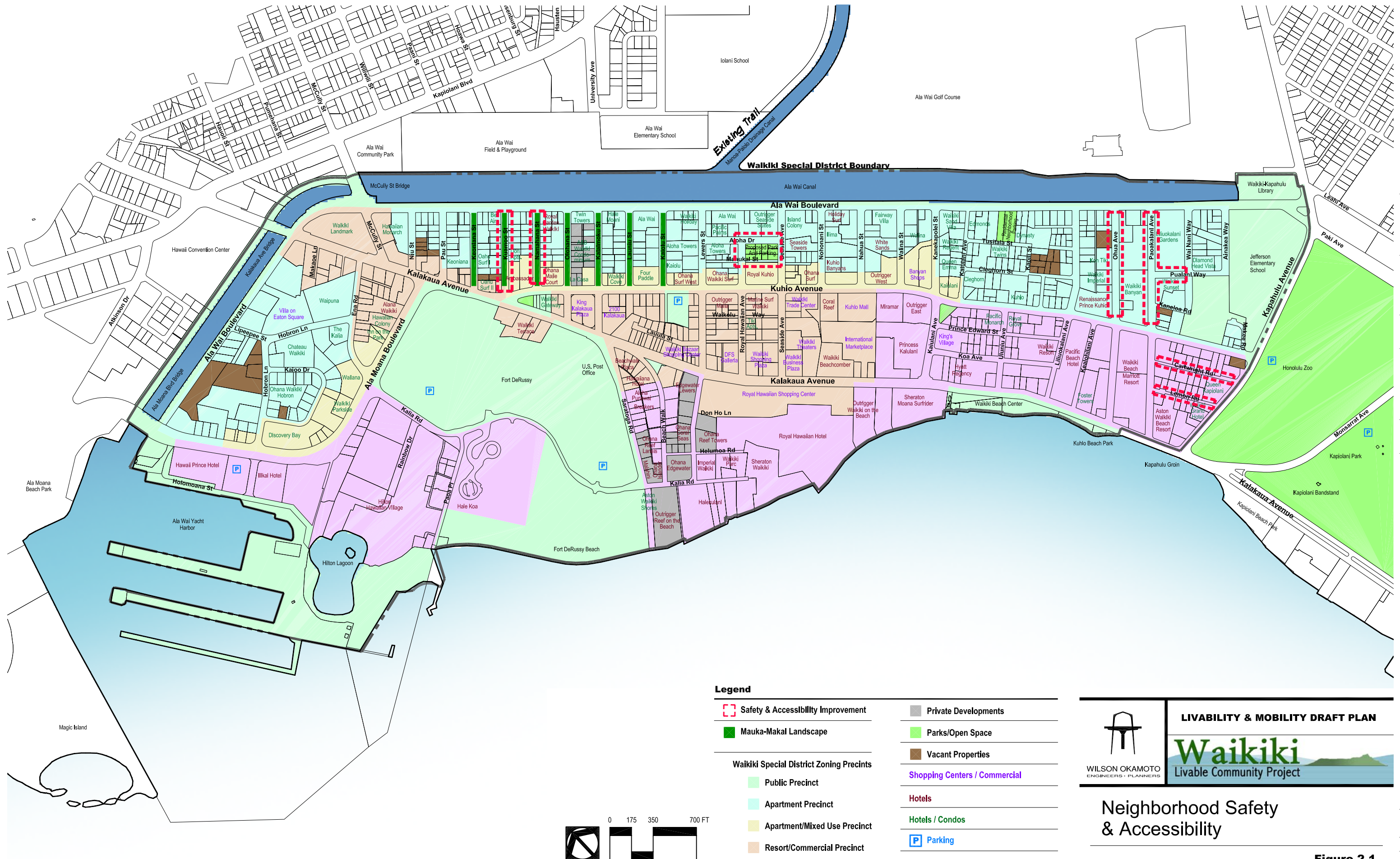
One-way streets with relatively light traffic in residential neighborhoods offer opportunity for sidewalk widening and other pedestrian enhancements. The following one-way streets are recommended for improvements to enhance their residential neighborhood character (see Figure 2-1).

1. Kuamoo Street
2. Namahana Street (convert to one-way makai bound)
3. Ohua Avenue between Kuhio Avenue and Ala Wai Boulevard
4. Paoakalani Avenue between Kuhio Avenue and Ala Wai Boulevard

Design Principles

The following design principles would be applied to the one-way residential streets mentioned above:

1. Widen sidewalks on one or both sides (where possible) by reducing street width to provide a single one-way traffic lane. Narrowing streets calms traffic for a safer pedestrian environment.
2. Retain existing on-street parallel parking stalls on both sides of the traffic lane
3. Install landscaped bulb-outs on both ends of the streets to provide a sense of enclosure, reduce the pedestrian crossing distance and to calm traffic along the street
4. Enhance existing lighting fixtures on both sides of the street for comfort and safety with appropriate shielding against glare to adjoining residences. Placement of fixtures will depend upon the surrounding uses and level of traffic.
5. Provide landscaping strips and street trees distinctive to the neighborhood (Street trees will be planted along Kuamoo Street and Namahana Street in conjunction with the City's Mauka-Makai Landscape Plan and could be incorporated in sidewalk widening)





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Neighborhood Safety & Accessibility

Figure 2-1

B. Landscaped Residential Neighborhood Parking

Vacant parcels in residential neighborhoods can be developed to serve as focal points for establishing residential character and to provide additional public parking for residents. The vacant parcel on Aloha Drive and Seaside Avenue have been acquired by the City for a neighborhood park with angled parking provided around its perimeter.

It is in the City's budget to purchase the vacant parcel between Tusitala Street and Ala Wai Boulevard for another residential neighborhood parking area.

Design Principles

1. Develop a landscaped parking facility and neighborhood park in the vacant parcel
2. Provide lighting fixtures along the perimeter of the lot, with appropriate shielding against glare to adjoining residences

C. Improve Substandard Roads

Cartwright and Lemon Roads are narrow residential streets that can be improved to enhance the residential character of the adjoining neighborhoods.

Recommended Improvements

1. Upgrade road to standard section (8-foot sidewalks with 2-foot gutters on each side)
2. Repave roads
3. Improve drainage
4. Enhance existing street light fixtures for comfort and safety, with appropriate shielding against glare to adjoining residences

D. Street Closure for Pedestrian Mini-Park

Close the section of Pualani Way between Paoakalani Avenue and Wai Nani Way to traffic and convert it into a neighborhood park (see Figure 2-4 to 2-6). This section of Pualani Way does not have driveways requiring vehicular access and the relatively light traffic can be directed to Paoakalani Avenue via Kaneloa Road. The open space creates a focal point for the neighborhood, providing a resting area and interactive water play for children.



Figure 2-2: Cartwright Road



Figure 2-3: Lemon Road



Figure 2-4 Existing– Pualani Way, between Wai Nani Way and Paoakalani Avenue

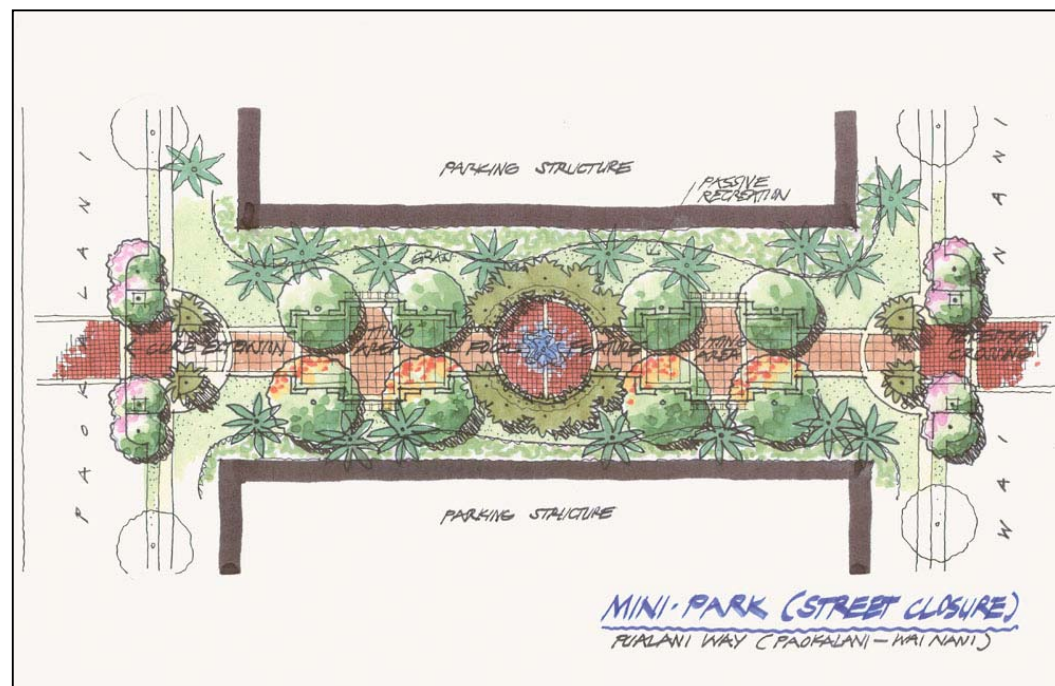


Figure 2-5 Proposed – Mini Park

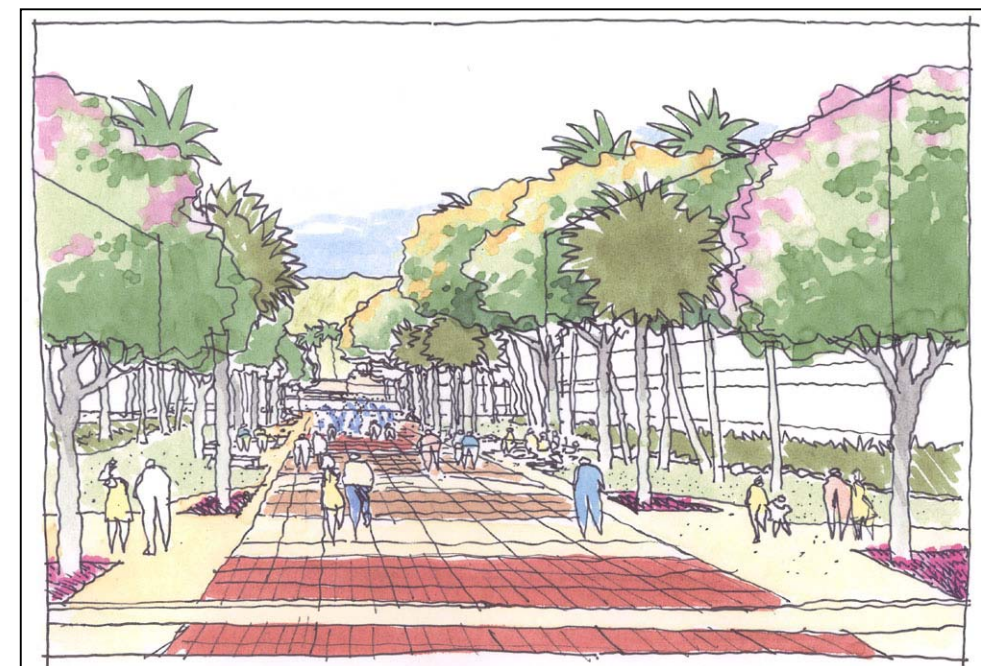


Figure 2-6 Proposed – Mini Park

SUMMARY DETAILS FOR SAFE AND ACCESSIBLE NEIGHBORHOOD							
Route	Existing Road Width Curb to Curb (Feet)	Existing Sidewalk Width Curb to Property Line (Feet)		Proposed Improvements			
		Ewa/ Mauka	DH/ Makai	Widen Sidewalks	Street Furniture	Landscaping	Underground Utilities
A. One-Way Residential Streets							
1. Kuamoo Street, between Kuhio Avenue and Ala Wai Boulevard	32'	6'	6'	Yes	Yes	Mauka-Makai Landscape Plan	No
2. Namahana Street, between Kuhio Avenue and Ala Wai Boulevard	32'	7'	7'	Yes	Yes	Mauka-Makai Landscape Plan	No
3. Ohua Avenue, between Kuhio Avenue and Ala Wai Boulevard	32''	6'	5-6'	Yes Diamond Head side	Yes	Yes	No
4. Paoakalani Avenue, between Kuhio Avenue and Ala Wai Boulevard	32'	6'	9' between Kaneloa Way and Ala Wai Bouelvard	Yes Ewa Side Diamond Head side (between Kuhio and Kaneloa)	Yes	No	No
B. Aloha Drive/Seaside Avenue Parking	NA			NA	Yes	Yes	NA
C. Landscaped Residential Neighborhood Parking							
1. Tusitala Street/Ala Wai Boulevard Parcel	NA			NA		Yes	NA
D. Improve Substandard Roads							
1. Cartwright Road	40'	No sidewalk	No sidewalk	Yes	No	Yes	No
2. Lemon Road	40'	No sidewalk	No sidewalk	Yes	No	Yes	No
E. Mini Park at Pualani Way	40'	10'	10'	NA	Yes	Yes	NA

III. LOADING ZONES

In May 2002, a Passenger and Freight Loading Survey (February 2003, Wilson Okamoto & Associates and Julian Ng, Inc.) was conducted along Kuhio Avenue, between the Kuhio Avenue/Kalakaua Avenue split to Kanekapolei Street/Kaiulani Avenue. The following were the results of the survey conducted:

- Loading / unloading activity occurred mostly on the makai side of Kuhio Avenue
- Greatest usage for passenger and freight loading activity occurred between Nohonani Street and Walina Street
- 46% of freight vehicles were small vehicles (cars, pick-up trucks large vans)
- 32% of passenger vehicles were private and rental cars

EXISTING REGULATIONS:

Kalakaua Avenue

- Active freight loading and unloading along curbs on both sides except where prohibited (Permit required) between 10:00 pm to 9:00 am.
- Active commercial passenger and baggage loading and unloading along curbs on the Makai side only, except where prohibited (Permit required) between midnight to 3:30 pm and 5:30 pm to midnight. Use of delivery bays anytime.

Kuhio Avenue

- Active freight and commercial passenger loading and unloading along curbs except where prohibited (Permit required) between 10:00 pm to 7:30 am.
- Active commercial passenger loading and unloading along curbs except where prohibited between 7:30 am to 3:30 pm and 5:30 pm – 10:00 pm.

Side Streets Makai of Kuhio Avenue

- Active Freight and commercial Passenger Loading and Unloading in officially signed areas during permitted times only (permit required).

A. RESERVED LOADING PERIOD FOR LARGE TRUCKS

The purpose of the Reserved Loading Period for Large Trucks is to reduce competition at the busiest loading zones in Waikiki, which are along Kuhio Avenue and Kalakaua Avenue (see Figure 3-1). The loading zone survey indicated that smaller vehicles (less than 30-feet) accounted for a significant proportion of loading zone usage, along with illegal use by rental cars and private cars. Members of the Hawaii Transportation Association indicated that such usage forces larger trucks to:

- Circulate to find open loading zones or to wait until they are open
- Park in non-loading zones
- Double-park
- Occupy loading zones longer to make deliveries farther away instead of trying to find a closer loading zone
- Use loading zones beyond the time limits – 7:30 am along Kuhio Avenue and 9:00 am along Kalakaua Avenue



Figure 3-1 Delivery vehicles parked along Kuhio Avenue

Recommended Management Program

1. Designate an exclusive time period for permitted *large trucks* to use existing loading zones along Kuhio Avenue, between Seaside Avenue and Kaiulani Avenue from 5:00 am – 7:30 am and along Kalakaua Avenue, between Seaside and Paoakalani Avenue from 6:00 am – 9:00 am (see Figure 3-2).
2. Establish a new permit for larger trucks (30-feet and larger) to use loading zones during the designated time period
3. Conduct a vigorous enforcement program to ensure that non-permitted vehicles are not parked or are towed away during the reserved time period.

B. ADDITIONAL LOADING ZONES ON MAUKA-MAKAI STREETS

Place additional loading zones on mauka-makai streets in the area of the most active loading along Kuhio Avenue. These loading zones are proposed to:

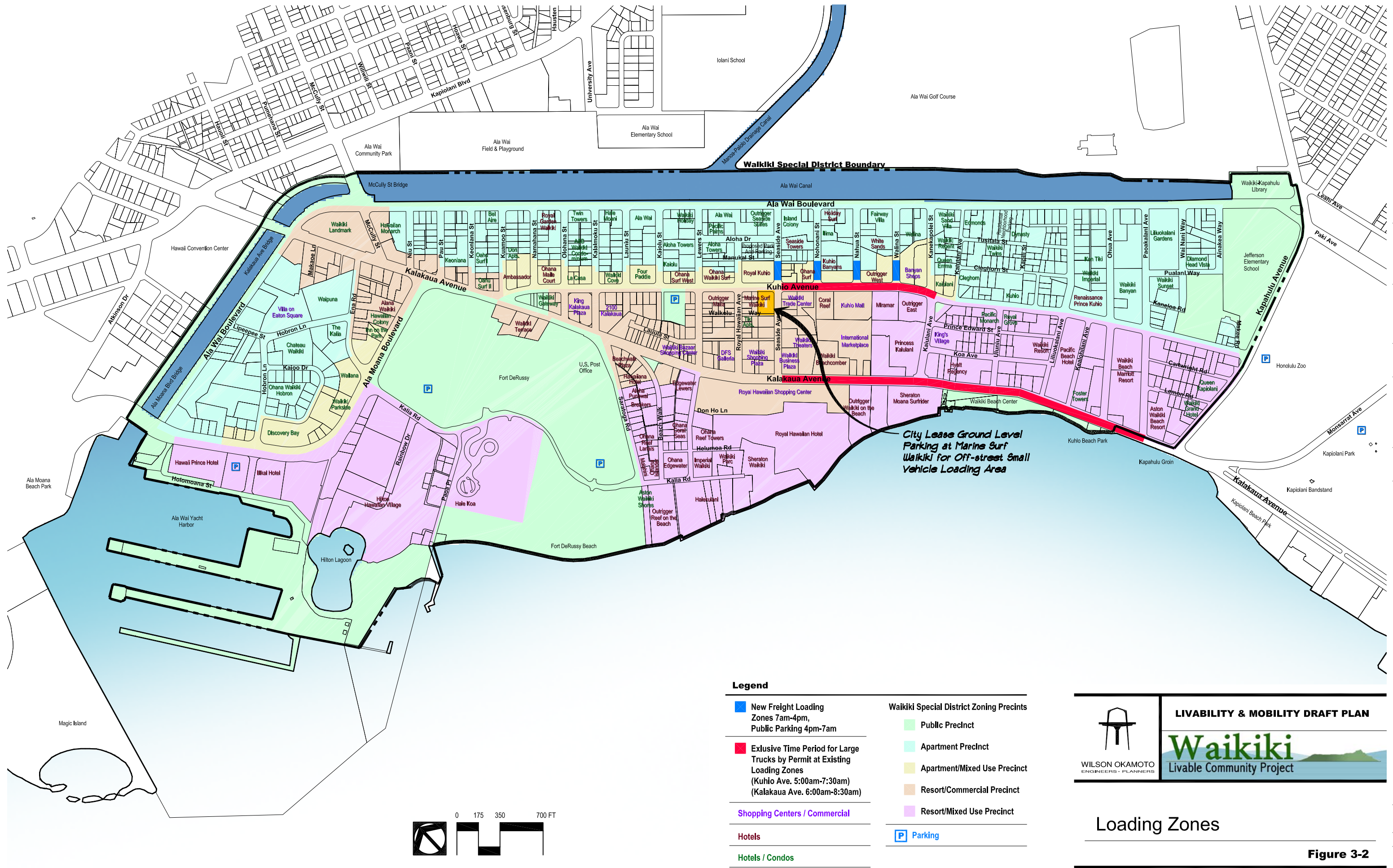
- Accommodate smaller deliver vehicles displaced by the reserved large truck loading period on Kuhio Avenue
- Reduce competition for loading zones on Kuhio Avenue during other permitted loading times



Figure 3-3 Existing Nahua Street



Figure 3-4 Proposed Nahua Street





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Loading Zones

Figure 3-2

Recommended Management

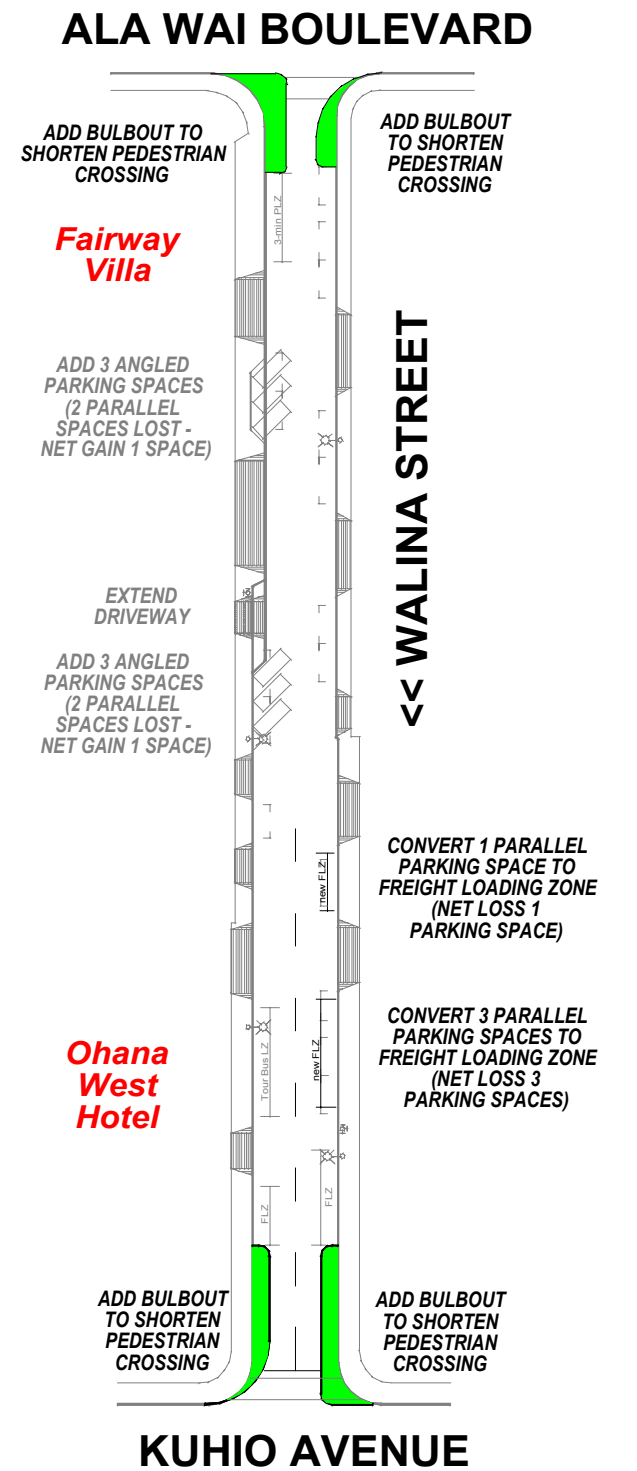
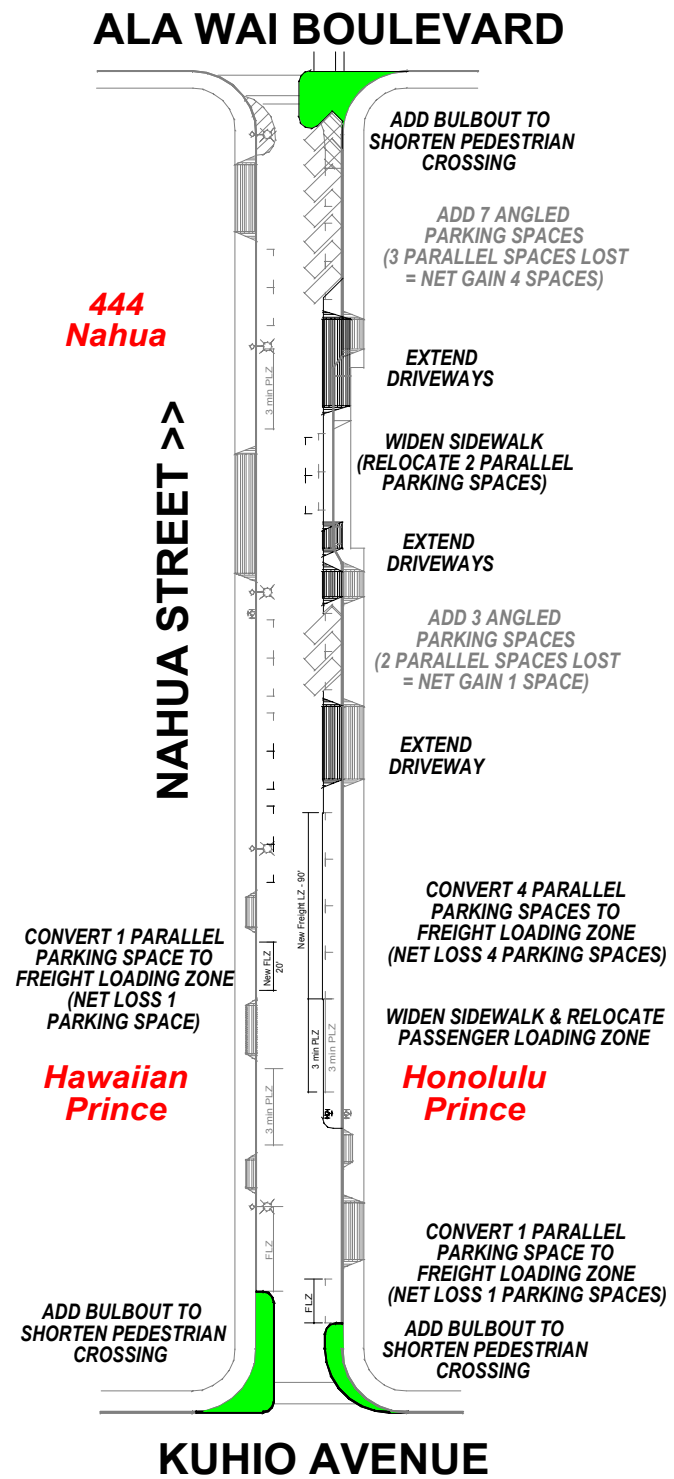
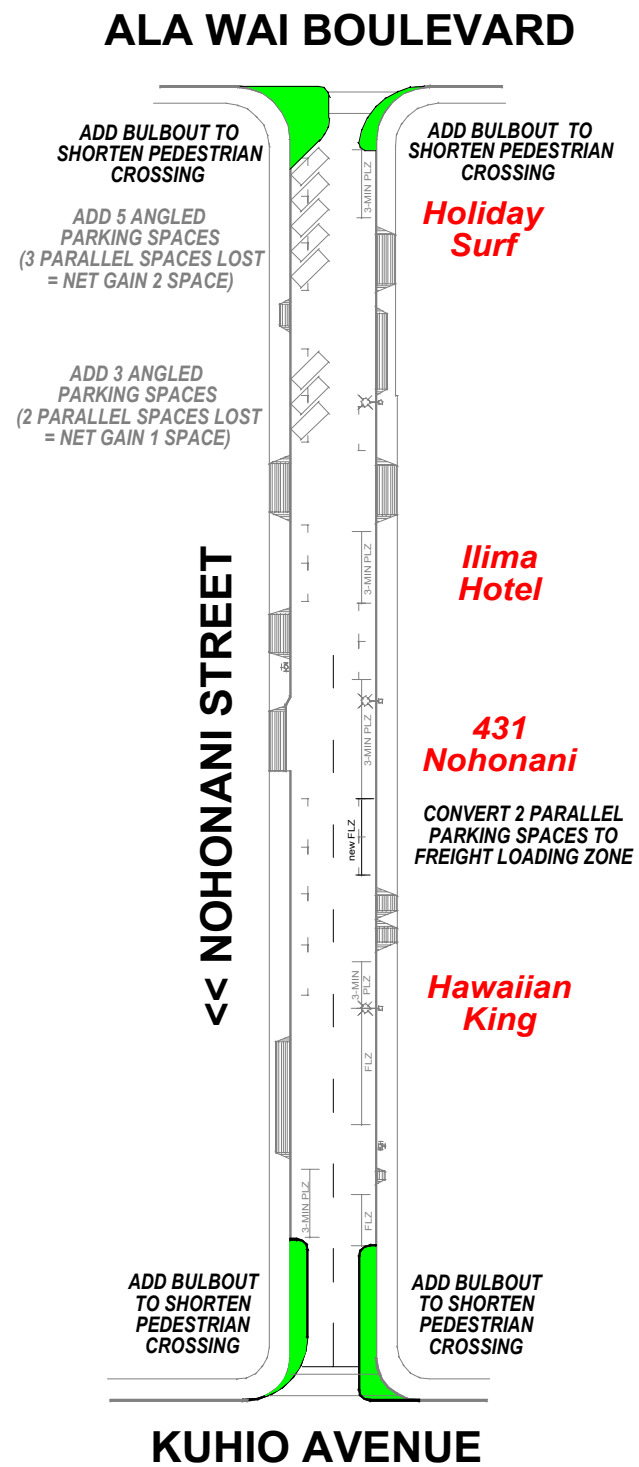
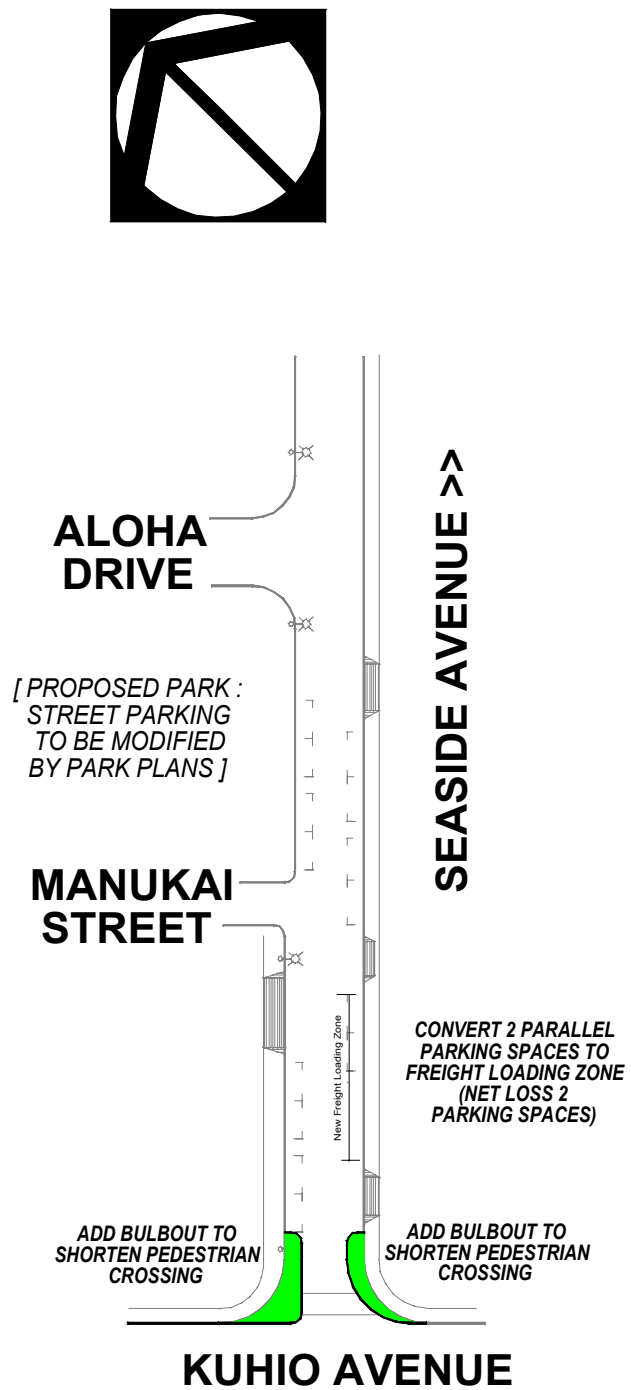
1. Establish new loading zones mauka of Kuhio Avenue on the following streets (as shown in Figures 3-2 and 3-3):

- Seaside Avenue
- Nohonani Street
- Nahua Street
- Walina Street

The additional loading zones on these streets will displace some existing parking spaces and passenger loading zones on the streets, as shown in Table 3-1. If the new loading zones are designated for freight use only between 7:00 AM and 4:00 PM, Monday through Saturdays (the typical designation in most of Honolulu), the curb will be used for public parking at other times (4:00 PM – 7:00 AM, Monday – Saturday and all day Sunday).

2. The use of angled parking on these streets, where possible, can provide additional parking spaces to offset the number of stalls unavailable for parking during freight loading periods as discussed in Section 5.

Table 3-1 Conversion of Parking to Loading Zones						
KUHIO AVENUE TO ALA WAI BOULEVARD STREET NAME	EXISTING CURB USE		PROPOSED CURB USE		NET CHANGE	
	EWA SIDE	DIAMOND HEAD SIDE	EWA SIDE	DIAMOND HEAD SIDE	EWA SIDE	DIAMOND HEAD SIDE
Seaside Avenue						
Freight Loading Zone (lineal feet)	0	0	0	80	0	80
Parking Stalls (number)	8	6	8	4	0	-2
Nohonani Street						
Freight Loading Zone (lineal feet)	0	55	0	24+55+36	0	60
Parking Stalls (number)	11	6	11	3	0	-3
Nahua Street						
Freight Loading Zone (lineal feet)	40	0	60	21+90	20	111
Parking Stalls (number)	9	12	8	7	-1	-5
Walina Street						
Freight Loading Zone (lineal feet)	30	40	30	40+51+27	0	78
Parking Stalls (number)	5	11	5	7	0	-4



D. OFF-STREET LOADING AREA AT THE MARINE SURF WAIKIKI HOTEL PARKING STRUCTURE

Establish a new off-street loading facility in the ground level of the Marine Surf Waikiki Hotel parking structure, shown in Figure 3-4 below, located at the corner of Kuhio Avenue and Seaside Avenue. The structure is strategically located near the most active loading zones on Kuhio Avenue and is the only one with a sufficient height clearance (8 feet 10 inches) to accommodate up to standard vans and with street level access to facilitate hand truck access to the sidewalks. The ground level has 24 parking stalls, which are used by hotel employees, taxis, and delivery trucks. The garage will provide an area for smaller delivery vehicles to park to alleviate congestion on Kuhio Avenue.

The City would acquire use of the ground level parking through negotiation with the owner. At a minimum, the space could be made available to accommodate smaller delivery vehicles displaced by the reserved large truck loading period on Kuhio Avenue. Acquiring use of all or a portion of the ground level during other loading zone periods could also be considered.



Figure 3-4 Marine Surf Hotel Parking Garage

IV. BICYCLE ROUTES

Develop bicycling opportunities in Waikiki with an emphasis on recreational bicycling as well as to accommodate bicycling as an alternative mode of transportation for skilled bicyclists. The bicycle survey conducted in May 2002, identified recreation as the primary purpose for bicyclists going to Waikiki. Heavy traffic in the center of Waikiki discourages bicycling, except by the most skilled bicyclists who work or live in Waikiki.

A. Ala Wai Boulevard Bicycle Path

Develop a new bicycle path along Ala Wai Boulevard from Kapahulu Avenue to Kalakaua Avenue. The bicycle path will connect with existing pedestrian promenade along the Ala Wai Canal towards Ala Moana Boulevard and behind the Hawaii Convention Center and the existing bicycle path along Kapahulu Avenue, as recommended in the Honolulu Bicycle Master Plan (April, 1999) (see Figure 4-1), as shown in Figures 4-2 and 4-3. Bicyclists will share this path with walkers and joggers. The plans follow and are in conjunction with the City's Ala Wai Bike Path Project.

Ala Wai Boulevard is a four-lane roadway heading ewa bound. Curbside parking is allowed along the mauka lane between 8:30 am – 3:30 pm and 5:30 pm – 6:30 am. During the parking period Ala Wai Boulevard is a three-lane roadway.



Figure 4-2 BEFORE - Ala Wai Boulevard

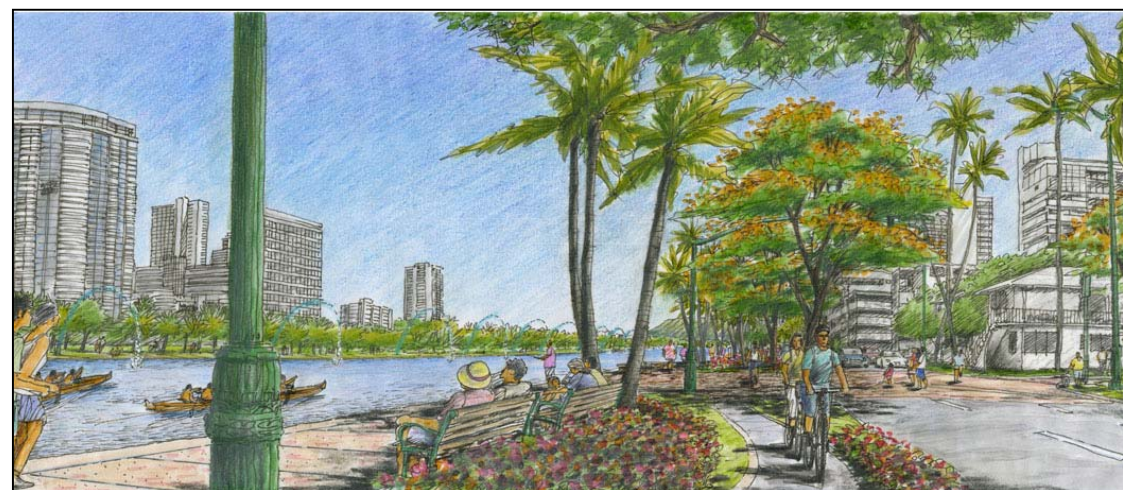
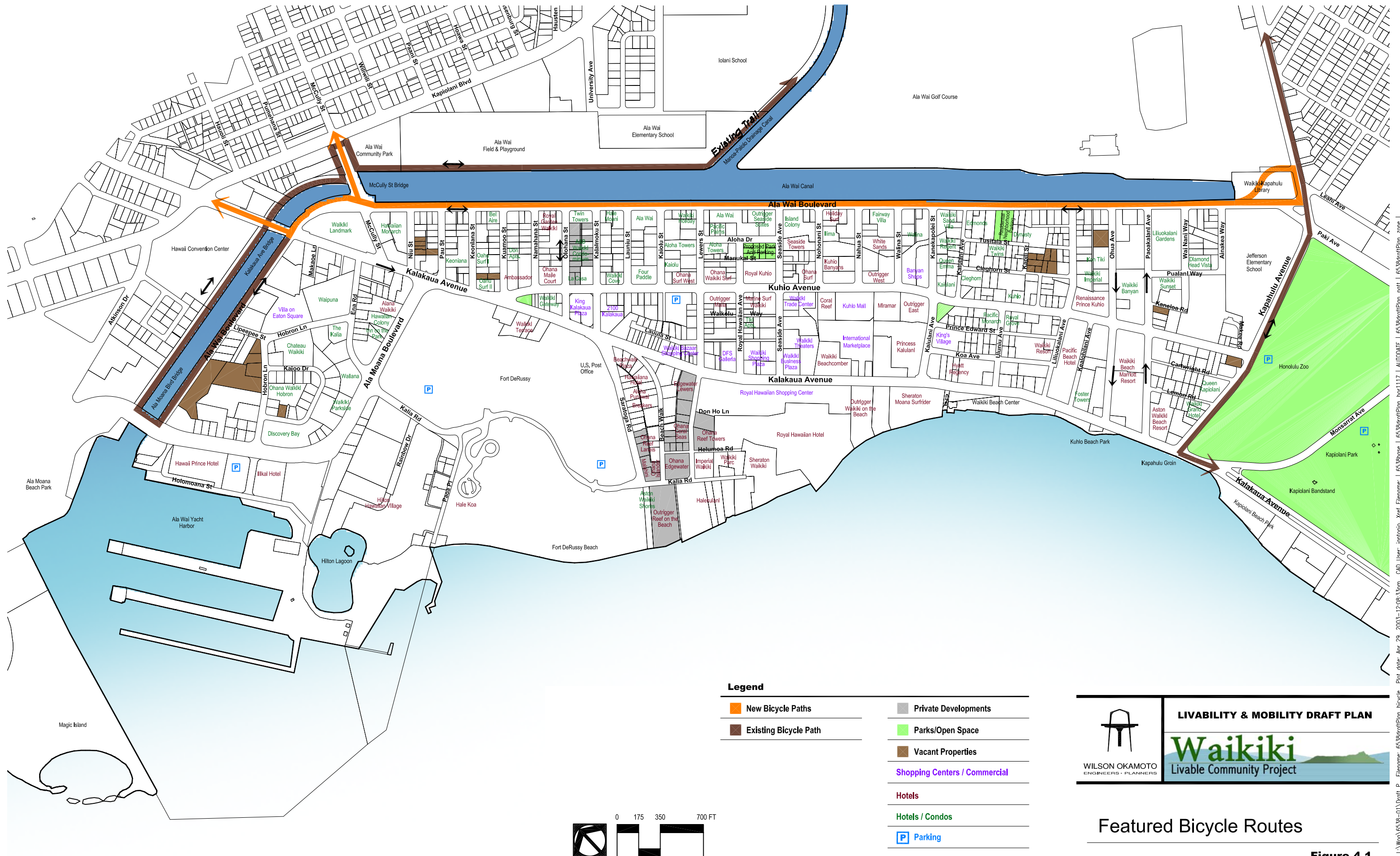


Figure 4-3 AFTER - Ala Wai Boulevard

Recommended Design

1. Provide an exclusive two-way bicycle path within the mauka traffic lane of Ala Wai Boulevard from Kapahulu Avenue to Kalakaua Avenue. Landscaping for the bicycle path will be integrated with the Pedestrian Promenade
2. Provide distinctive bicycle signs and bicycle stands along Ala Wai Boulevard



B. Links to Regional Bike System

Provide signage and bike logo stenciling for the existing bike path along Kapahulu Avenue between Kalakaua Avenue and Ala Wai Boulevard. The bicycle path will link the Ala Wai Boulevard bicycle path to routes beyond Waikiki via Kapahulu Avenue, Paki Avenue, and Kalakaua Avenue toward Diamond Head, as recommended by the Honolulu Bicycle Master Plan.

C. Shared-Use BRT Lane

The BRT lane through Waikiki is planned for shared-use accommodating skilled bicyclists. A stenciled bike logo should be placed on the curb lane pavement at regular intervals. Symbol will alert motorists that the lane should be shared with bicyclists.

V. PARKING

Manage existing parking in Waikiki to address the needs of Waikiki residents, workers and local visitors. The perception of a parking shortage in Waikiki results from inefficient use of existing parking, lack of knowledge of where parking is available and pricing structures that are not responsive to parking demand.

A. “Smart” Parking Meters for Waikiki Residents

Use available parking meter technology to address parking needs of Waikiki residents:

Recommended Management

1. Install programmable, card-reading parking meters on all on-street parking stalls and develop parking management policies to address parking needs of Waikiki residents. Programmable meters can automatically change the price it charges on different days, e.g., weekday vs. weekend; different times of the day; and by length of time it is used, e.g., it can charge a lower rate for the first half-hour and a higher rate thereafter. Card-reading meters allow payment by coin or by debit card, which can be purchased with a programmed value that is deducted as it used. Card-reading meters can also be programmed to recognize and charge different rates for special types of debit cards, such as one issued only to Waikiki residents.
 - Replace the existing 322 parking meters in Waikiki with programmable, card-reading meters (see Figure 5-1 and Table 5-1).
 - Add approximately 380 new parking meters on all other on-street parking stalls as shown in Figure 5-1 and Table 5-2.
2. Manage the use of on-street parking by programming the parking meters to implement pricing strategies favoring the needs of Waikiki residents:
 - Provide a special debit card sold only to Waikiki residents which would be charged lower parking rates when used on meters in specific locations, on specific days of the week, time of day and length of stay. Issuance of the resident parking debit card could require proof of residence. Limits on the amount of value, frequency of purchase and expiration date could also prevent abuse.
 - Program meters to charge higher parking rates for non-residents when resident parking demands are greatest, such as overnight and on weekends.
 - Program meters to accommodate short-term parking by non-residents but to charge substantially higher rates for long-term parking to encourage turnover, thereby making more stalls available for use by residents.

TABLE 5-1 Existing On-Street Metered Parking Stalls to be Converted to “Smart” Meters	
Hobron Lane	35
Olohana Street	23
Kalaimoku Street	23
Lewers Street	10
Seaside Avenue	14
Aloha Drive	20
Royal Hawaiian Avenue	16
Nohonani Street	13
Nahua Street	22
Walina Street	15
Kanekapolei Street	13
Ohua Avenue (Kalakaua Avenue and Kuhio Avenue)	27
Paoakalani Avenue (Kalakaua Avenue and Kuhio Avenue)	18
Kapahulu Avenue	46
Beach Walk	4
Saratoga Road	19
Uluniu Street	4
TOTAL	322
City & County of Honolulu, Department of Transportation Services, Traffic Sign and Pavement Marking Plans	

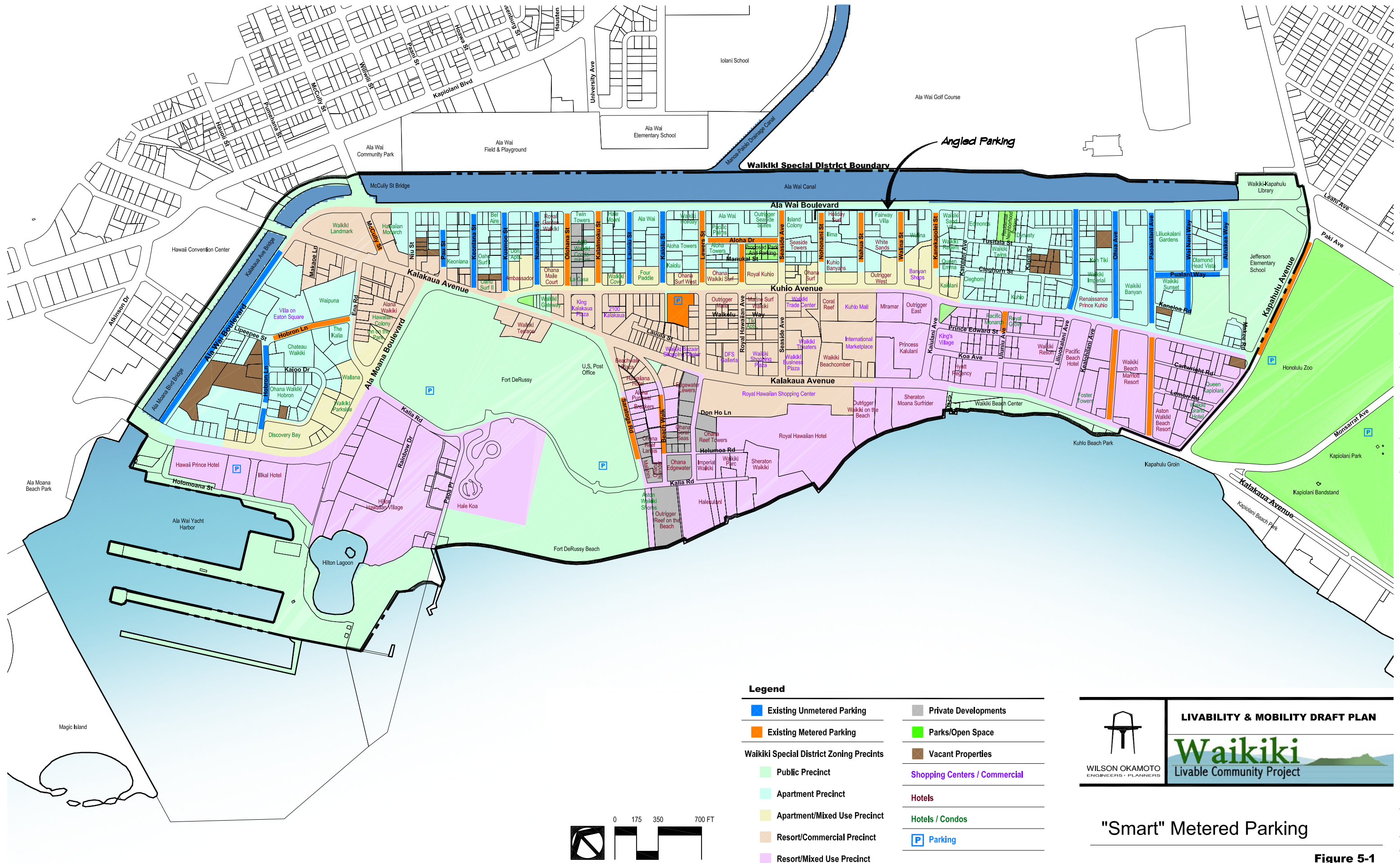
TABLE 5-2 Existing On-Street Un-metered Parking Stalls (marked and unmarked) to have “Smart” Meters	
Ala Wai Boulevard Kalakaua Avenue to Dead End	134
Keoniana Street	20
Kuamoo Street	15
Namahana Street	10
Launiu Street	29
Kaiolu Street	24
Liliuokalani Avenue	17
Ohua Avenue (Kuhio Avenue to Ala Wai Boulevard)	28
Paoakalani Avenue (Kuhio Avenue to Ala Wai Boulevard)	24
Pualani Street	35
Wai Nani Way	20
Hobron Lane	21
Kaioo Street	4
TOTAL	380
City & County of Honolulu, Department of Transportation Services, Traffic Sign and Pavement Marking Plans	

B. On-line Residential Parking Website

Facilitate establishment of an on-line residential parking marketing program that connects Waikiki residents needing parking with residents who have off-street parking to offer for rent.

Recommended Management

1. An organization, such as the Waikiki Residents Association, could establish a website or program dedicated to marketing residential parking stalls. Residents who have unused parking spaces with their condos or apartments could put them on the market for rent. They could even put them up for bid to get the best price. Residents who may take advantage of the opportunity to market parking stalls may include those who:
 - Do not own cars but their condominium or apartment unit comes with parking
 - Have more parking spaces than they need
 - Participate in carpools, car-sharing programs, or other transportation options and are willing to give up their parking
 - Reside part-time in Waikiki and could rent their parking on a short-term basis while they are gone
 - Decide to bear the inconvenience of parking elsewhere





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"Smart" Metered Parking

Figure 5-1

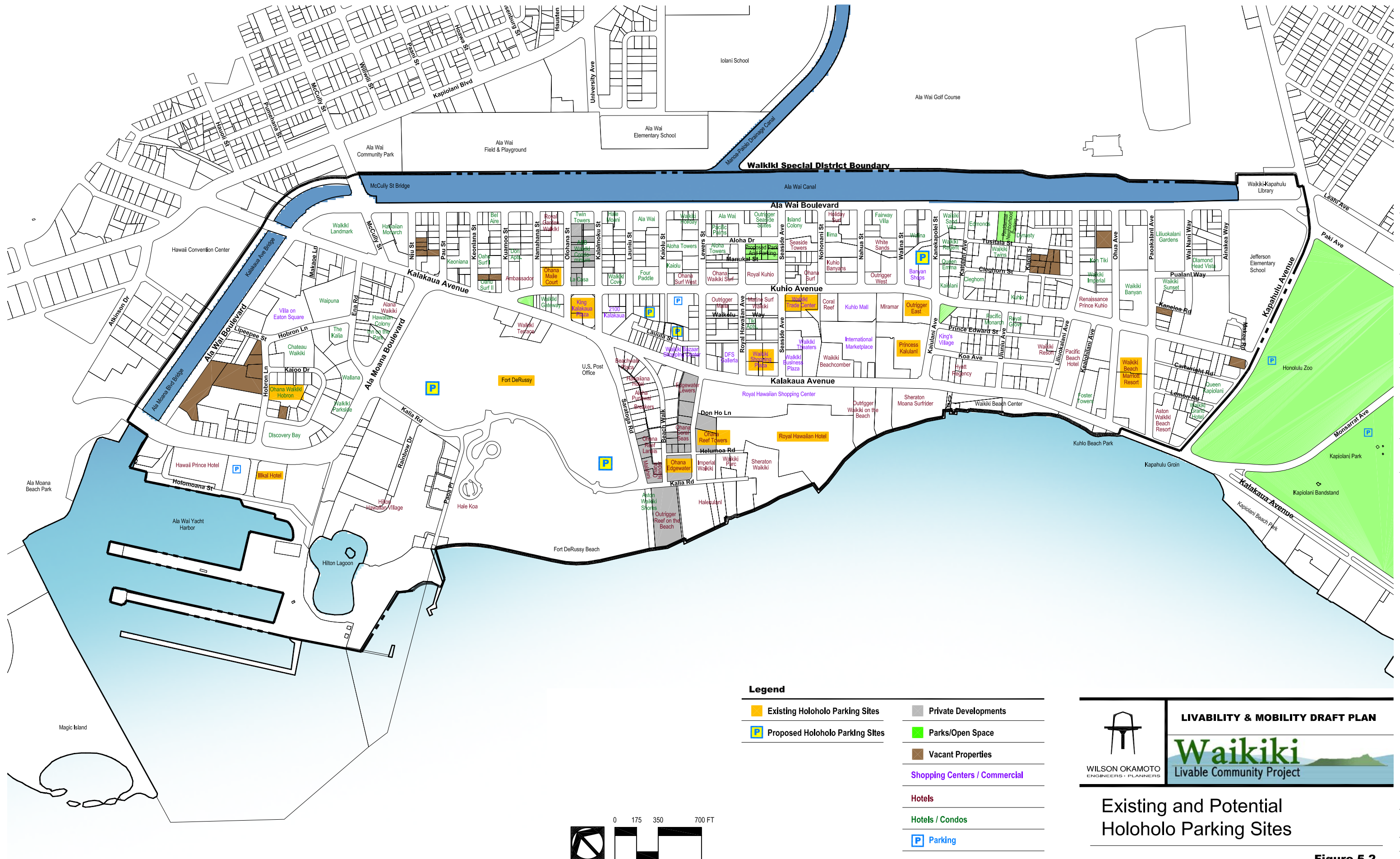
C. Enhanced “Holoholo” Parking Program for Locals Visiting Waikiki

Enhance and expand the existing Holoholo Parking Program, which is sponsored by the Waikiki Improvement Association (WIA), to attract local residents to Waikiki by making existing non-residential parking available at affordable rates. Presently, the program utilizes 12 parking lots and structures in Waikiki (see Figure 5-3 and Table 5-3). Published maps identifying parking locations, times of availability and prices, as well as directional signage and a common logo presently help visitors find parking.

Recommended Management

1. Expand the Holoholo Parking Program by encouraging participation of other owners of parking facilities. The incentive for participation is an opportunity to generate income from idle stalls when their parking needs are low. Potential additional participants may include:
 - Ft. DeRussy parking facilities
 - Parking lot on Lauula Street (58 paid stalls)
 - Parking lot across from City’s Kaiolu Municipal parking lot (70 stalls)
 - Parking lot behind Food Pantry on Kanekapolei Street (28 paid stalls)

TABLE 5-3 EXISTING HOLOHOLO PARKING			
No.	Name of Facility	Number of Stalls	Rates
1.	Ohana Reef Tower	109	\$1.00 per hour, maximum of five hours.
2.	Ohana Waikiki Hobron	185	
3.	Ohana Maile Sky Court	165	
4.	Ohana Waikiki Village	161	
5.	Ohana East	238	
6.	King Kalakaua Plaza	195	
7.	Waikiki Beach Marriott Resort	422	
8.	Waikiki Trade Center	400	\$3.00 all day Saturday \$1.00 all day Sunday \$3.00 Monday – Friday, after 5:00 pm
9.	Royal Hawaiian Shopping Center	590	\$1.00 per hour, maximum of five hours, offered for Brunch on the Beach
10.	Sheraton Princess Kaiulani Hotel	540	\$2.00 for four hours for Brunch on the Beach
11.	Renaissance Ilikai Waikiki Hotel	592	\$2.00 per hour, maximum of five hours
12.	Waikiki Shopping Plaza	350	\$2.00 all day Sunday, 6:30 am to midnight
Total		3,947	
Source: Waikiki Improvement Association			



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Existing and Potential Holoholo Parking Sites

Figure 5-2

2. Enhance the Holoholo Parking Program by providing real-time information on parking availability and rates:
 - Assist the WIA in developing a website displaying the locations, number of stalls available and prices. Participants would access the website to update the information on a real-time basis. This could be done automatically through entry/exit gate counts.
 - Assist the WIA in developing an electronic signage system at Waikiki gateways and near parking lots to display information from the website (Figure 5-3).
 - Design the website to be easily accessed and viewed on cell phones. Directional information to available parking could also be provided by selecting a site from a menu.
 - Establish a low-power AM frequency broadcast providing information on parking availability and rates in Waikiki that drivers can receive on their car radio. Post signs at the entrances to Waikiki informing drivers where they should tune their radios.
 - Encourage broader distribution of maps, rate information and website address through local market advertising by Waikiki businesses, public event notices and private event invitations.



Figure 5-3 Example of an electronic parking sign

D. Additional Parking

Provide additional parking in Waikiki where it can be accommodated to complement neighborhood character and enhance the pedestrian environment and pedestrian safety.

Design

1. Reconfigure on-street parking on Nohonani Street, Nahua Street and Walina Street to angled-parking, thereby creating 10 more stalls (see Figures 5-4 to 5-6)). The previous recommendation to convert 16 of the metered parking stalls on these streets and on Seaside Avenue (between Kuhio Avenue and Ala Wai Boulevard) to loading zones for smaller delivery vehicles would restrict their use during the freight loading period (7:00 AM – 4:00 PM). The 10 additional stalls will offset the number of restricted parking stalls during the loading period and add to the total number of parking stalls available when loading is prohibited. In addition, angled-parking helps to calm traffic along these primarily residential streets and, may accommodate sidewalk widening and landscaped bulb-outs, which narrow pedestrian street crossings at intersections and enhance the streetscape. The additional stalls can be provided as follows (See Table 5-4) and all will be metered as previously recommended:
 - Three additional stalls on Nohonani Street by angle-parking eight stalls on the ewa side of the street. Landscaped bulb-outs would be provided at the intersection of Ala Wai Boulevard.
 - Five additional stalls on Nahua Street by angle-parking ten stalls on the Diamond-Head side of the street. The sidewalk can also be widened on that side and landscaped bulb-outs would be provided at the intersection of Ala Wai Boulevard.
 - Two additional stalls on Walina Street by angle-parking six stalls on the ewa side of the street. The sidewalk will need to be narrowed adjacent to these stalls.

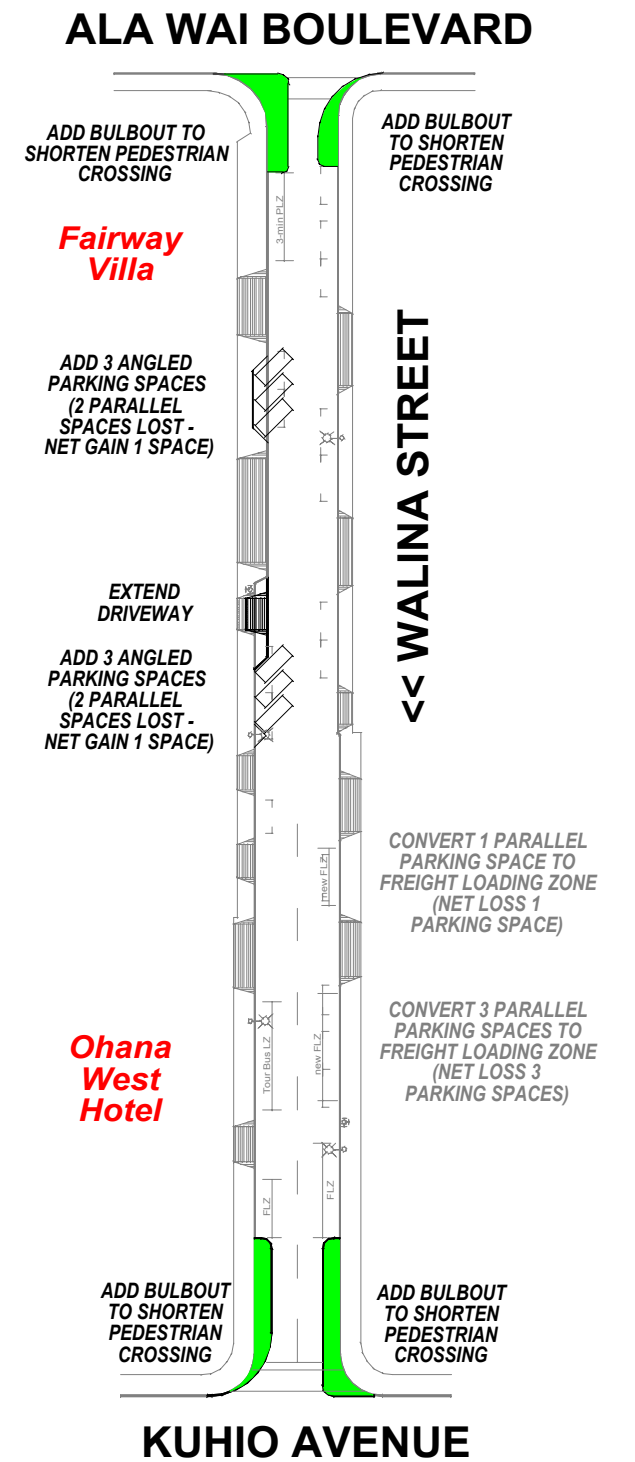
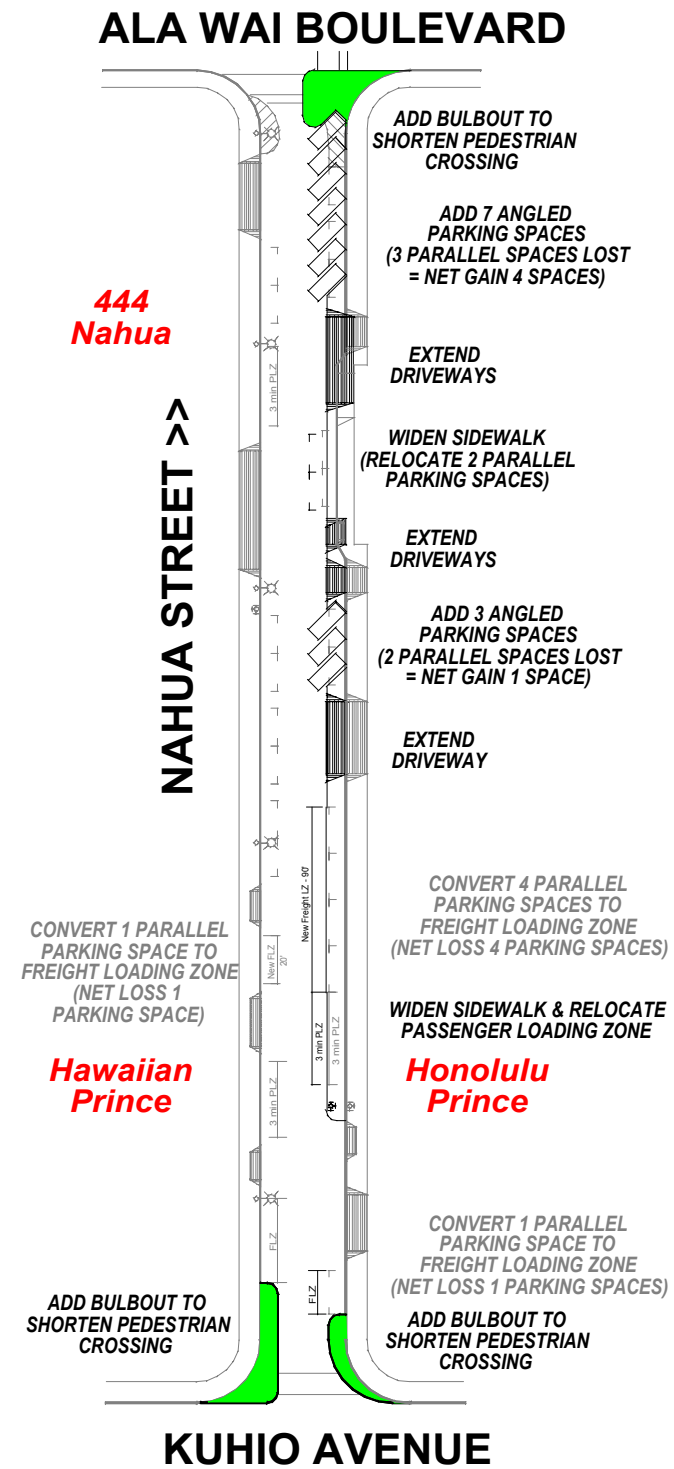
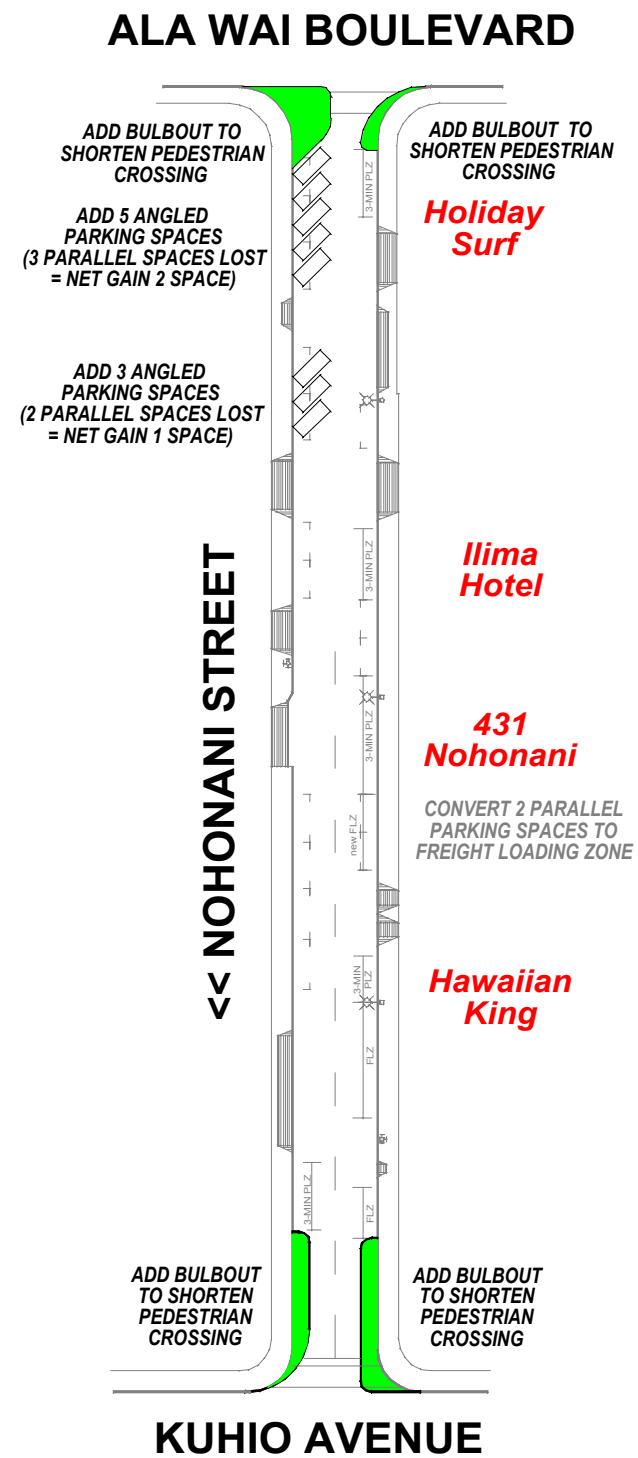
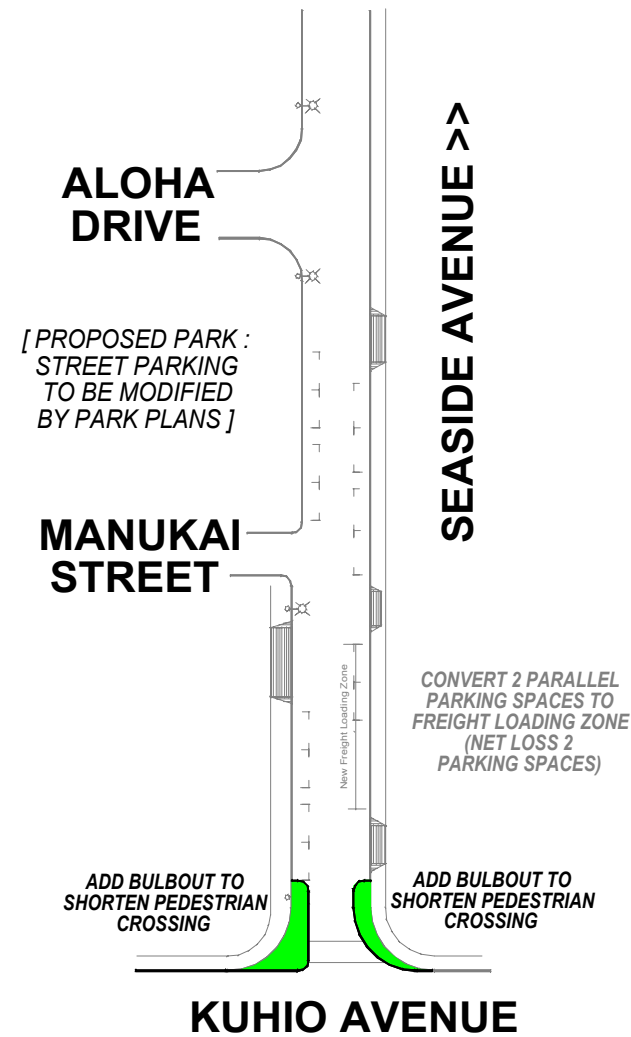
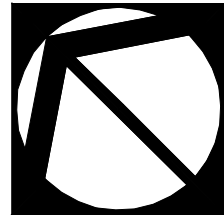




Figure 5-5 Existing Nohonani Street



Figure 5-6 Proposed Nohonani Street

Table 5-4 Angled Parking Conversion					
Street	EXISTING		WITH ANGLED PARKING		Net Change
	Ewa	Diamond Head	Ewa	Diamond Head	
Nohonani Street	11	5	14	5	3
Nahua Street	9	12	9	17	5
Walina Street	5	10	7	10	2

2. Provide angled-parking along the edge of the planned Aloha-Seaside Neighborhood Park. Up to 60 metered stalls can be provided, replacing 12 existing parallel metered stalls for a net gain of 48 stalls.
3. Reconfigure the municipal parking lot fronting Kuhio Avenue at Kaiolu Street in conjunction with the proposed improvements to the Beach Walk Wastewater Pump Station, which shares the site. By siting the pump station improvements toward the rear of the parcel, a new automated parking structure can be accommodated.

E. Alternative Transportation Modes for Workers in Waikiki

Establish a Waikiki Transportation Management Association similar to the successful Leeward Oahu Transportation Management Association (LOTMA). The Waikiki TMA could be managed by the Waikiki Business Improvement District or Waikiki Improvement Association. Manage employee parking through on-site Transportation Demand Management (TDM) programs that encourage employees to arrive by carpool, vanpool, bus, bicycle or walking.

Recommendations

1. Encourage employers to establish TDM programs that may include:
 - On-site transportation coordinators;
 - Providing bus pass and information programs,
 - Incentives such as free or subsidized bus passes for those who commute by bus and which can be also be for personal use;
 - Organized car/vanpools, including existing programs such as Van Pool Hawaii;
 - Preferential work shift assignments for commuter program participants;
 - Bicycle parking and clothing changing amenities;
 - Telecommuting programs for applicable jobs;
 - Cash commuter subsidy option for employees otherwise eligible for free parking
2. Working with programs such as the Leeward Oahu Transportation Management Association (LOTMA), which offers the Waipio/Mililani Commuter Express. Waikiki employees have a difficult time finding reasonably priced parking. Employees park along Ala Wai Boulevard and Mauka-Makai streets, taking available space for the residents of Waikiki. This recommendation would address employee needs as well as residential needs.

F. Ala Wai Boulevard Parking

Ala Wai Boulevard is a four-lane roadway heading ewa bound. Curbside parking is allowed along the mauka lane between 8:30 am – 3:30 pm and 5:30 pm – 6:30 am. During the parking period Ala Wai Boulevard is a three-lane roadway.

VI. TRAFFIC CIRCULATION

Traffic circulation patterns in Waikiki will remain essentially the same with some recommended modifications for pedestrian, bicycling and other uses (see Figure 6-1):

- Kalakaua Avenue will continue to be the primary Diamond Head-bound leg of the one-way couplet with Ala Wai Boulevard in the Ewa-bound direction.
- Ala Wai Boulevard will continue to be the primary Ewa-bound leg of the one-way couplet.
- Kuhio Avenue will continue to be a secondary two-way alternative for Diamond Head and Ewa-bound traffic.
- The various mauka-makai streets will continue to provide circulation between Kalakaua Avenue, Ala Wai Boulevard, and Kuhio Avenue.

A. Convert One-Way Streets to Two-Way Streets

Convert the following streets to two-way operation to (see Figures 6-1) improve access to properties located on these streets:

- Keoniana Street
- Olohana Street
- Launiu Street
- Kaiolu Street

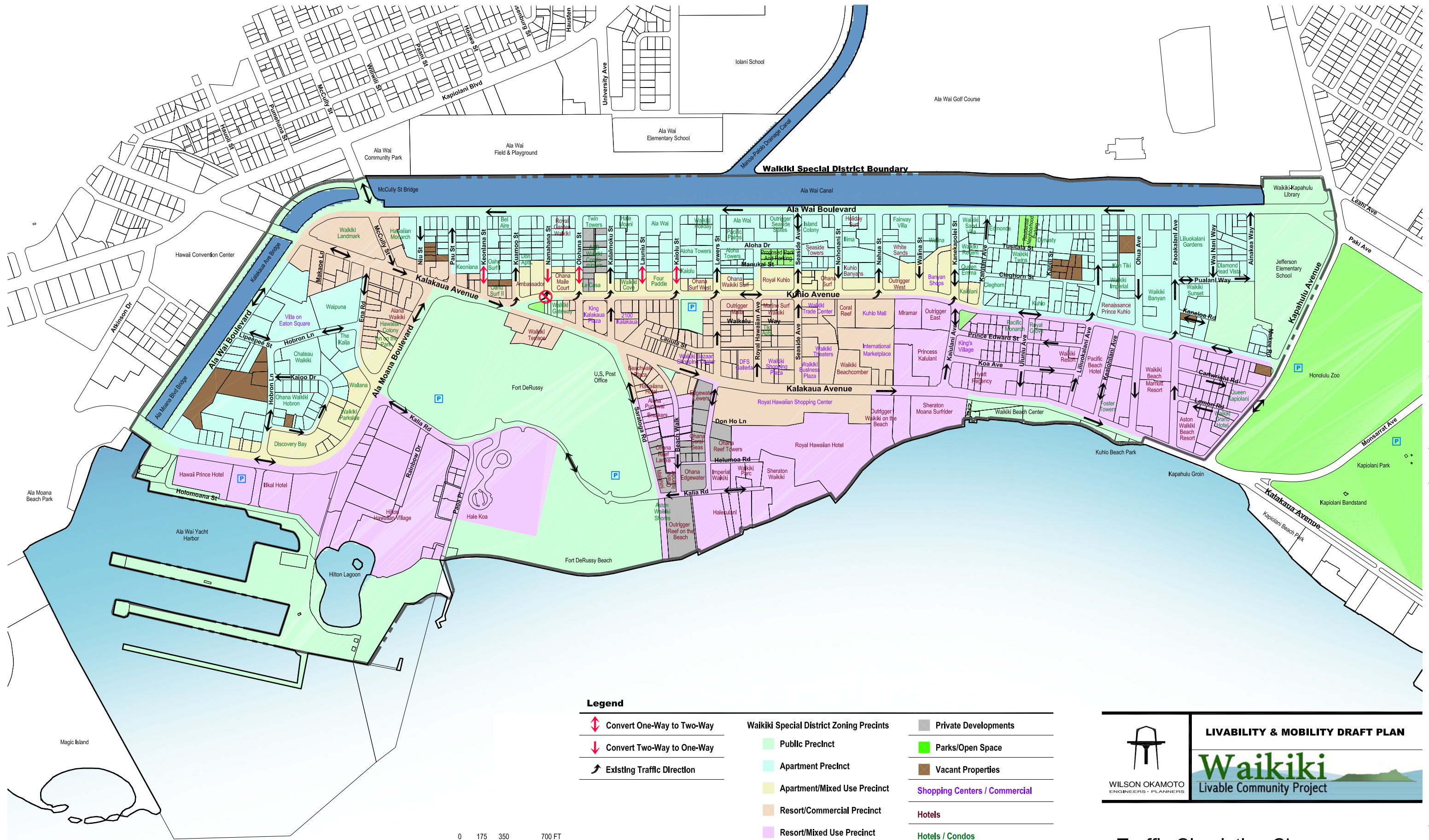
The one-way traffic circulation system in Waikiki facilitates traffic flow but also creates circuitous routes to reach some destinations. The aforementioned one-way streets can be converted to two-way traffic flow, eliminating some circuitous movements while maintaining overall flow of traffic. Some adjustments to street parking and loading areas, as well as approaches to intersections will be required for these conversions.

B. Convert Two-Way to One-Way Street

Convert Namahana Street to a one-way street, makai bound, to accommodate sidewalk widening and other improvements to enhance the residential character of the neighborhood (see Section II.A).

C. Reduce Through-Waikiki Traffic

Enhance the pedestrian environment and improve pedestrian safety by discouraging the use of Waikiki streets for traffic that does not originate or terminate in Waikiki. Such traffic should be directed to the freeway and arterial street systems (H-1 Freeway, Kapiolani Boulevard, King Street and Beretania Street), which have higher capacities and are intended for east-west traffic through Honolulu.



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Traffic Circulation Changes

Figure 6-3

Recommended Management

1. Lower the speed limit on Ala Wai Boulevard and Ala Moana Boulevard from the existing 35 miles per hour to 25 or 30 miles per hour.
2. Retime the traffic signals on Kalakaua Avenue and on the Ala Wai Boulevard for lower vehicular speeds (at the speed limit to 5 miles per hour below the speed limit). Set the signal offsets to include several interruptions (unsynchronized timing) to the flow to favor traffic leaving Waikiki instead of through traffic (e.g. interrupt the progression on Ala Way Boulevard at Seaside Avenue and at Kalaimoku Street, thereby giving progression to traffic from the side street to continue on Ala Wai Boulevard).
3. Retime traffic signals to favor pedestrian movement. Signal operation should be fixed-time with no actuation needed for pedestrian phases at all permitted crossings. Enhance signal displays for pedestrians with improved pedestrian signals (including countdown indications). Reevaluate the use of post-mounted heads for vehicular movements that are directly in pedestrians' lines-of-sight and if needed, use programmed visibility lenses on vehicular signals to shield the vehicular indication from pedestrians.

Signal cycle lengths should be as short as possible to minimize delays for (and accumulation of) pedestrians and vehicles. Cycle lengths of 60 seconds for two-phase signals will provide adequate time for pedestrian crossings while maintaining vehicular capacity during most hours of the day. Time-of-day programs for longer cycle lengths (up to 80 seconds) may be needed during peak traffic hours if greater green/cycle ratios are needed for the collector street. At intersections with six-phase signals (Ala Moana Boulevard and Hobron Lane, Ala Moana Boulevard and Kalia/Ena Roads), cycle lengths should be twice that of the other intersections.

4. Provide bulbouts at intersections to clearly define parking restrictions and to minimize pedestrian crossing distances.

VII. ENTRY FEATURES

Entry features are important for a well renowned urban resort such as Waikiki. They help to establish a sense of arrival for first-time as well as repeat visitors. They offer a physical gesture of welcome, which is an essential. Entry features create a pedestrian-friendly environment.

Entry features are recommended at the main vehicle and pedestrian roadways / pathways into Waikiki (see Figure 7-1):

1. Ala Moana Boulevard Bridge
2. Kalakaua Avenue Bridge
3. Ala Moana Boulevard and Kalakaua Avenue
4. McCully Street Bridge
5. Kapahulu and Ala Wai Boulevard

Design Principles

Design elements recommended for entry features include:

- Landscaped lava rock with a water feature that represents the meaning of Waikiki, “Spouting Water”, such as the reflected in the existing entry feature at the Kapahulu Avenue and Ala Wai Boulevard intersection
- Lush tropical landscaping
- Torches or other fire element, as appropriate
- Lighting



Figure 7-2 Existing Ala Moana Boulevard Bridge

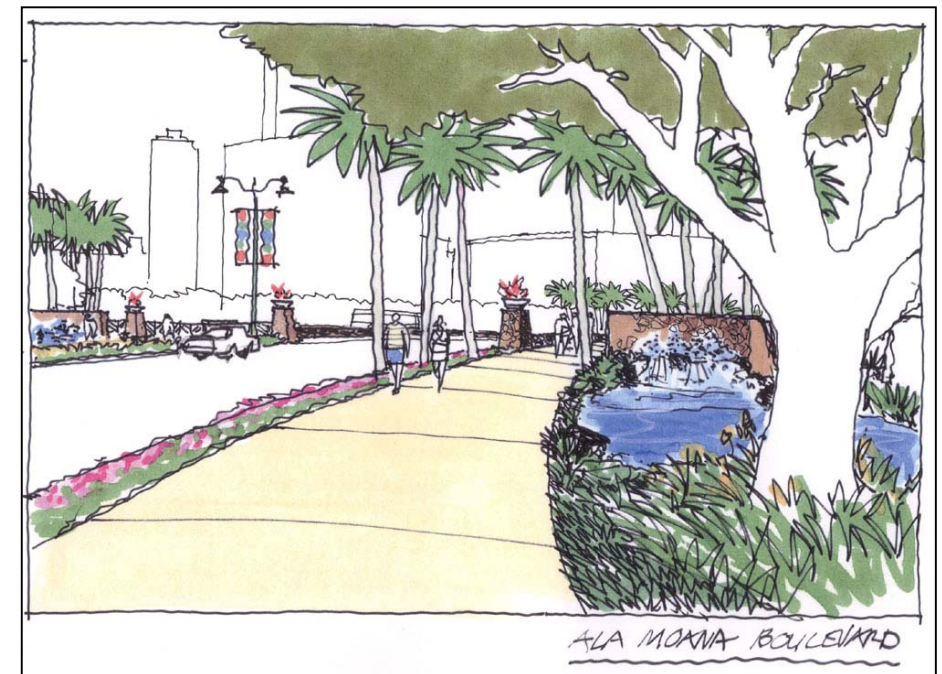


Figure 7-3 Proposed Ala Moana Boulevard Bridge

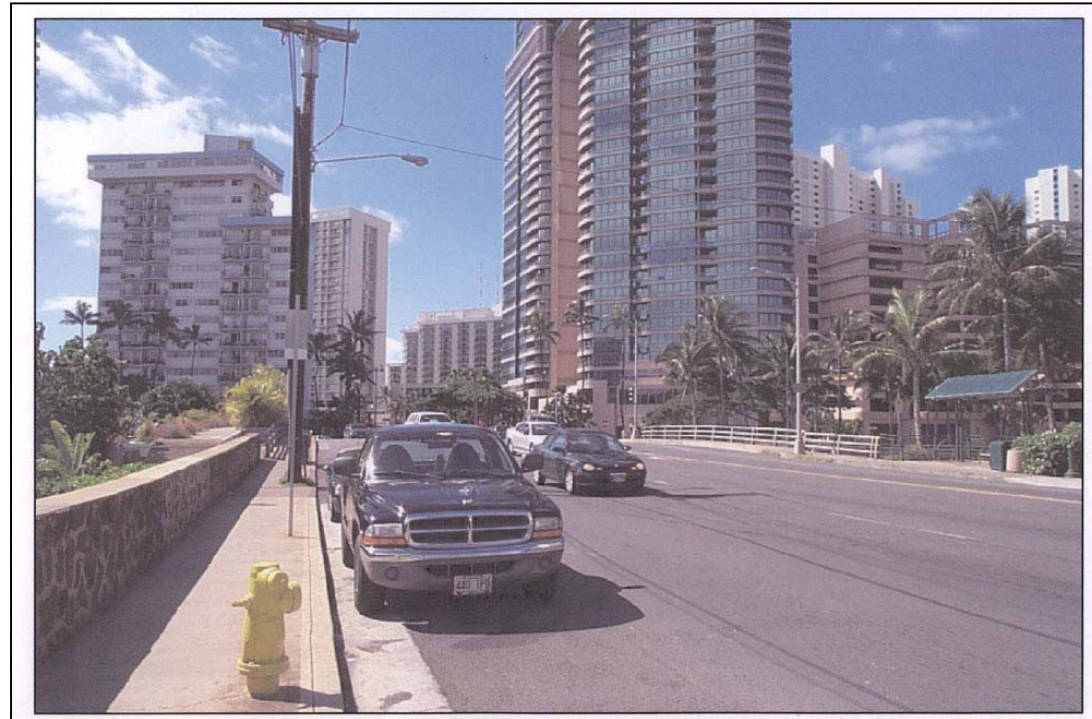
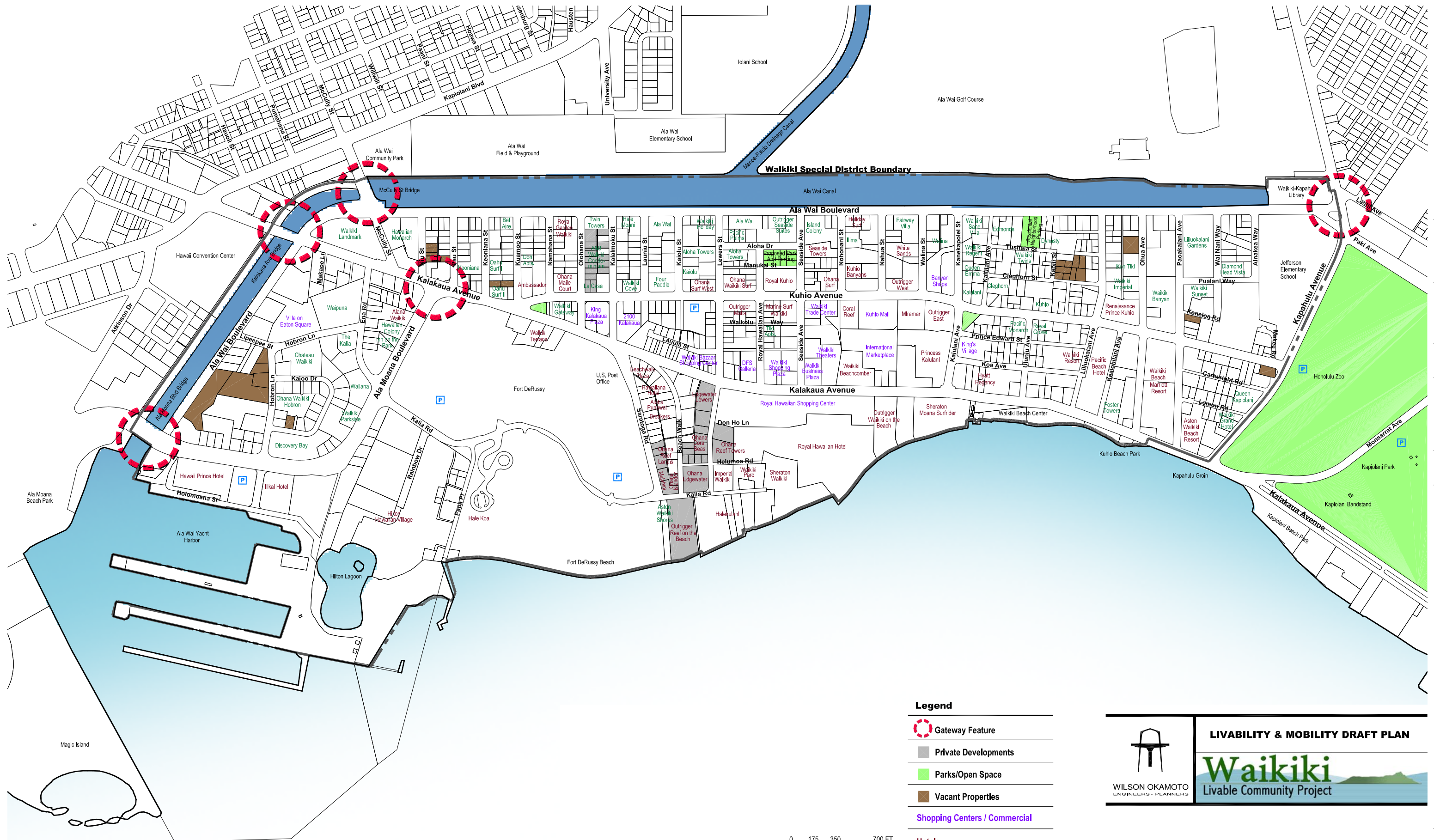


Figure 7-4 Existing McCully Street Bridge



Figure 7-5 Proposed McCully Street Bridge



Legend

- Gateway Feature
- Private Developments
- Parks/Open Space
- Vacant Propertles
- Shopping Centers / Commercial
- Hotels
- Hotels / Condos
- Parking



WILSON OKAMOTO
ENGINEERS - PLANNERS

LIVABILITY & MOBILITY DRAFT PLAN

Waikiki
Livable Community Project

Gateways Into Waikiki

Figure 7-1

VIII. SIGNAGE

Signage in an urban resort such as Waikiki is critically important for visitors as wayfinding in an unfamiliar place. Signage helps to provide a sense of welcome and personal safety, which are essential qualities of a pedestrian environment. Wayfinding signage extends a sense of welcome from destinations and also provides a sense of safety for returning to familiar surroundings. By coordinating the aesthetic and symbolic themes of entry features, the sense of welcome, and special-ness of place are reinforced. Aesthetic and symbolic themes in wayfinding signage also facilitate recognition, provide continuity of direction and reinforce special-ness of place.

Design

- Entry and identification / entry features. These would be at Ala Moana Boulevard, Kalakaua Avenue Bridge, McCully Bridge, and Kapahulu Avenue. The signs shows visitors they are entering into a special district.
- Parking direction / instruction signs to direct residents and visitors to public parking lots.
- Wayfinding and directional signage, to include signs for recreational paths, bicycle paths, beach access, orientation signs, etc.
- International symbols



Example: Kapalua, Maui

APPENDIX A: PROJECT PHASES

Phase I Issues Development:

In October 2001, several Issues Development Meetings were conducted with community stakeholders discussed important issues affecting their neighborhoods, use of streets and sidewalks and businesses. These groups included the following stakeholder groups:

1. Tour and Shuttle Bus Operations
2. Retail and Commercial
3. Hotel and Hospitality
4. Taxis and Limousines
5. Public and Quasi-Public Agencies
6. Pedestrian, Bicycle, Open Space, ADA (residents)
7. Delivery Operations

Ideas and suggestions were solicited on how these issues could be addressed.

Phase II Alternatives Development:

After the Issues Development Meetings, the project consultant team convened for a Design Charrette in December 2001. The purpose of this meeting was to build from the input received in the Issues Development meetings by developing alternative livability and mobility design concepts for public considerations

To develop a better understanding of activities related to livability and mobility in Waikiki, several street and sidewalk activity surveys were conducted:

1. A pedestrian and bicycle activity survey was conducted on May 22 and 25, 2002 from and May 26, 2002 pm, along Ala Wai Boulevard, Kuhio Avenue, and a few mauka-makai streets. Deliveries/loading data along Kuhio Avenue, between Kalakaua Avenue-Kuhio Avenue split to Kaiulani Avenue/Kanekapolei Street was collected on May 22 for a 24-hour period. The purpose of the surveys is to establish baseline pedestrian, bicycle, and deliveries/loading activity levels along key streets where successful implementation of Waikiki Livable Community Project recommendations could be measured.
2. A pedestrian activity survey was conducted on August 21 and 24 and August 25, 2002, along Kalakaua Avenue, between Ala Moana Boulevard to Kapahulu Avenue. Deliveries/loading data was collected along the same segment, on August 21, 2002 for a 24-hour period.

Phase III Plan Development:

In September 2002, Issues Update Meetings were conducted to update the participants in the October Issues Development meetings. The purpose of these meetings was to report on the status of the project and to present and discuss some of the concepts that evolved from the October Issues Development Meetings and the December Design Charrette.

In October 2002, a public workshop was conducted to present and solicit input on a broad range of livability & mobility concepts.

Phase IV Plan Documentation:

A parking survey along Ala Wai Boulevard was conducted on January 8 and 11, 2003. The purpose of the survey was to identify patterns of parking usage by day of week, time of day, location and purpose. During the survey, parking usage was recorded by time and location and as many users as could be engaged or were willing were interviewed to identify their purpose for parking.

APPENDIX B: REFERENCES

1. City and County of Honolulu Department of Transportation Services. *Honolulu Bicycle Master Plan*. April 1999.
2. R.M. Towill Corporation. *Bike Plan Hawaii, A State of Hawaii Master Plan*. Prepared for the State of Hawaii Department of Transportation Highways Division. April 1994
3. Wilson Okamoto Corporation & Julian Ng, Inc. *Kuhio Avenue Pedestrian, Bicycle and Loading Data Collection Report*. Prepared for the City and County of Honolulu Department of Transportation. February 20, 2003.
4. Wilson Okamoto Corporation. *Kalakaua Avenue Pedestrian and Loading Data Collection Report (Draft)*. Prepared for the City and County of Honolulu Department of Transportation. October 4, 2002.
5. Wilson Okamoto Corporation. *Ala Wai Boulevard Parking Survey (Draft)*. Prepared for the City and County of Honolulu Department of Transportation. February 2003.